"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Fair; southerly winds.

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THE NEWS CONDENSED.

Stock market strong.

Cash wheat, No. 2 red, 90¼c; cash corn, No. 2 mixed, 38c; cash cotton, 6 3-16c.

CONGRESS.—The House yesterday passed a concurrent resolution providing for the adjournment of Congress to-day at 2 o'clock. The Senate is hesitating over the proposition. Both the Senate and the House devoted yesterday's sessions to routine business, hurrying many important bills through before a probable adjournment. The President signed the Hawaiian resolutions.—Page 7.

FOREIGN.—M. Cavaignac, French Minister of War, made a statement in the Chamber, adducing the strongest evidence of the guilt of Alfred Dreyfus, and the Chamber approved it, 572 to 2. The banks at Valparaiso have been closed for fear of a run. The Swiss Minister at Washington has been instructed to complain of the detention of St. Gall embroideries at the New York Custom House. A Belgian expedition was surprised by Congolese rebels in Africa, who killed thirty-one members and Lieut. Dubois the commander. The Earl of Rosebery warmly advocated in London an Anglo-American understanding and referred to the coming struggle for the division of the world.—Page 5.

Page 2.

Officers who are recruiting the Two Hundred and First Regiment said they were confused by the order issued from Albany on Tuesday. Seventy-five men have been recruited for Company C.

Horatio S. Rubens, counsel for the Cuban delegation, denied the charges coming from Siboney regarding the Cubans' method of warfare. He also said that he thought Pando had not reached Santiago.

Page 3.

The first newspaper in the Arabic tongue ever published in this country makes its appearance with to-day's issue of Kawkab America, previously a tri-weekly.

Page 4.

Four hundred Spanish sailors from prize ships are expected in the city to-day.

Page 5.

Miss Edla McPherson, daughter of the late ex-Senator from New Jersey, was married in Hoboken last Saturday to Dr. Joseph Muir of 234 West Thirty-fourth Street, this city. The match was a runaway one.

The Executive Committee of the Red Cross Society for the maintenance of trained nurses met and pledged the society to pay the expenses of 100 nurses to Cuba, and 200 at the front.

Some Republican members of the Legislature met in Albany and began the work of drafting a bill to divorce the control of elections from the police force of New York City, which is to be presented at the coming session.

S. H. Howell, the American oarsman of Trinity Hall, Cambridge, created a new record for the Henley course, winning the first heat of the Diamond Challenge Sculls in 8:32. He afterward won the race in 8:20. Leander beat First Trinity Cambridge, in the Grand Challenge Cup for eights.

Amasa Thornton asked Magistrate Flammer to issue a warrant for the arrest of the person who sent out circulars with the name of H. H. Brockway attached in connection with the recent primaries, and which are alleged to have been forged. Mr. Thornton said he believed Charles A. Hess had had some connection with the matter and ought to be arrested.

Page 7.

President McKinley signed the Hawaiian resolution at 7 o'clock last evening, thus completing the work of annexing the islands to the United States.

The stories of brutality to passengers by La Bourgogne's sailors were the subject of much comment, and they are likely to be investigated. Assistant District Attorney Unger and Consul General Bruwaërt expressed their opinions in the matter.

There was no news to cheer friends and relatives of those who were lost in the wreck of La Bourgogne. Only one man reported dead was found to have been saved. The number of lost is now placed at 560. The local office of the French Line was flooded with inquiries. There was much comment on the reported brutality of the crew.

Page 9.

The Holland-American Line let contracts for two fine twin-screw steamers, each of 12,000 register, to be ready in 1900.

Page 10.

Adrian C. Anson was released as manager of the New York Baseball Club and Joyce reinstated.

Two records were broken at the National sharpshooters' tournament at Glendale Park, R. I.

Page 11.

It is stated that the management of the Manhattan Railway Company has not abandoned the idea of equipping the lines with electric power.

Page 12.

Miss Harriet S. Chandler charges that her brother caused her to be kidnapped and confined in an institution.

The Park Board gave permission to the New York Zoological Society to build houses, cages, and dens in South Bronx Park. Construction will begin at once.

Bishop D. S. Tuttle of Missouri and other clergymen have signed a letter protesting against the unwarranted use of their names by the Rev. Dr. Braddin Hamilton in an advertisement of a business enterprise.

The application of Attorney General Hancock for a writ of mandamus to compel the Gerry Society to submit to inspection by the State Board of Charities was argued in the Supreme Court and decision was reserved.

There was a controversy in the Harlem Court over the right of wheelmen to ride on the Harlem River Speedway. A jeweler who had been arrested contended that he had a legal right to ride there. Magistrate Wentworth fined him.

At the meeting of the Board of Estimate Mayor Van Wyck moved to appropriate $50,000 for bicycle paths in Queens, but after some argument the matter was referred to Controller Coler's office. Various other applications for money were taken up.

The Delaware, Lackawanna and Western Railroad made a further cut of 50 cents a ton on the price of stove-size coal. This makes the third cut in price made by the same company within the past three or four weeks. Other coal roads are seriously disturbed by the Lackawanna's action.

Internal Revenue Commissioner Scott ruled in relation to the tax on express receipts and telegraph messages that it was the duty of the "common carriers" to affix the tax stamp to such documents. Collector Treat says that telegraph and express companies come under the head of "common carriers." Boston merchants are ready to co-operate with New York merchants to get a judicial opinion on the subject, and it is said an action at law will be brought without delay. The demand for stamps continues.

Arrivals at Hotels and Out-of-Town Buyers. Page 5.
Marine Intelligence and Foreign Mails.—Page 8.
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Hugh McLaughlin's Grandson Dead.

Alex T. Carroll, six years old, the grandson and only male descendant of Hugh McLaughlin, the well-known Brooklyn politician, died yesterday evening of diphtheria at the home of his mother, Mrs. William C. Courtney, at 165 Washington Park, Brooklyn. Mrs. Courtney, whose name was Carroll before her second marriage, is the daughter of ex-Register McLaughlin. Her son was a great favorite with his grandfather, and it was understood had been made the sole heir of the latter's property.

Dining Cars a la Carte.
On the Chicago vestibule limited train, Lehigh Valley R. R., leaving foot of Cortlandt, Desbrosses, and West Twenty-third Sts. daily at 3 P. M.—Adv.

MILES TO THE FRONT

Leaves Washington on His Way to Santiago.

WILL ASSUME COMMAND

Obstacles Placed in His Way by Secretary Alger Removed.

TROOPS MORE SECURE

Their Situation More Comfortable Than It Was Shortly After the Battle of July 1.

WASHINGTON, July 7.—Major Gen. Nelson A. Miles left this city to-night for Santiago, to take charge, by virtue of his position as General commanding the army, of the operations against the Spanish forces in that province.

He left, accompanied by the entire staff of army headquarters, for Charleston, S. C., where the party will embark for Santiago. They went over the Southern Railway at 10:43 P. M.

The party consists of Gen. Miles, Col. J. C. Gilmore, Adjt. Gen. Roy Stone, Col. C. R. Greenleaf, Surgeon; Lieut. Cols. J. W. Clows, M. P. Maus, and A. S. Rowan; Major John D. Black, and Capt. H. H. Whitney.

At the same time Lieut. Col. Michler and a large staff of headquarters clerks, who have been in Tampa, will come north to Charleston on the first steamer after the General and his staff arrive. This may be either the Yale or Columbia, which are taking on troops there. If the troops are ready to start before the party arrive, they will go on, and the General will follow on the Resolute or on one of the other steamers to sail after the Yale and Columbia. It is expected that the party will be at Santiago the early part of next week.

Gen. Miles Anxious to Go.

It has long been an open secret that Gen. Miles wanted to go to the front. He came back from Tampa, after the sailing of the first Santiago expedition, unwillingly, and half a dozen times since he has made preparation to take the field in person. Each time, however, some mysterious influence has at the last moment served to change his plans and keep him in his office at the War Department instead of at the scene of the fighting, where he felt his place was.

It has not been difficult to trace this influence to the Secretary of War, who is the superior officer of the General commanding the army. There has been, so far as appearances go, no open friction between the Secretary and the head of the army, but that they have not agreed on many questions affecting the conduct of the war is known. From the first Gen. Miles found it necessary to oppose a number of propositions which received the support of the Secretary.

One of the first of these was the plan, favored originally by both the Secretary of War and the President, to send a small force of five or six thousand men to seize a landing place in Cuba and to establish connection with the insurgents, who were then to be left to drive the Spanish out themselves. This was finally abandoned, and the course of events since is regarded as demonstrating its folly. Then the Secretary of War favored the immediate invasion of Cuba by a large force, and was urgent in insisting on the hurrying into the island of an army of 50,000 or 60,000 men.

Gen. Miles opposed this movement until the army was in shape to be sent to Cuba. He knew what it had and what it needed, and he saw that to send it to Cuba insufficiently armed, equipped, and trained would be to invite disaster. Again, his view was found to be the correct one, and was eventually adopted by the Administration. This position of opposition to the visionary schemes indorsed by his chief did not tend to make the Secretary of War feel over partial to the General commanding the army. Hence, it is generally believed, emanated the obstacles which were interposed to his departure for the scene of battle.

Secretary Alger's Partiality.

Another reason why Gen. Miles has not sooner been allowed to take his place at the head of the troops he is supposed to command, has been the desire of the Secretary of War to let Major Gen. Shafter have all the credit that was to come from the campaign which he had inaugurated. Gen. Shafter is a Michigan man, and had, therefore, a strong influence with the Secretary of War, which resulted in his being chosen to lead the first expedition to Cuba. The fact that he weighs over 300 pounds and is otherwise physically unadapted for active service in a trying climate like that of Cuba, did not weigh against this influence.

Since Gen. Shafter's physical disabilities have prevented his actually leading his men at Santiago, however, and the war administration has had impressed upon it by advices of the condition of affairs there and by warnings here of the necessity of the army in the field having a commander who could command in person and who would not be forced to direct its movements from a couch three miles to the rear, the impossibility of allowing the existing status to continue has been recognized.

In this emergency, the one thing to do was seen to be for Gen. Miles to go to Santiago and himself take command of the army there. This was the view taken at a counsel of war which was held to-day at the White House, and at which the members of the Cabinet and of the War Board were present.

No Reflection on Shafter.

For the General commanding the army to assume charge would not, it was pointed out, be any reflection on Gen. Shafter, as the sending of some other Major General to take his place might be. Again, the presence of the official head of the army would, it was believed, have a reassuring effect on the regulars who know and like Gen. Miles.

Gen. Miles is pleased at the prospect of seeing active service again. He is in perfect health and condition, and looks to the work before him with the confidence born of his experience in the War of the Rebellion and in many Indian campaigns. He is thoroughly familiar with the conditions confronting the army in Cuba, having kept up closely with every detail of the operations there, and having made a close and critical study of the topographical and other problems of the situation which he may be called upon to solve.

There has been some talk of Gen. Miles going to Santiago as a spectator of the proceedings there. This is pronounced rubbish by military men. The moment the General commanding the army appears where the army is he immediately and by virtue of his office supersedes the officer in command. The only way for this to be avoided would be for the President to issue a special order giving Gen. Shafter command over Gen. Miles, and nobody expects him to do that.

Secretary Alger is said to have told a party of newspaper men several days ago that if Gen. Miles went to Cuba it would be simply to look on. If he did so it is clear that he was not familiar with the military regulation which requires the ranking officer to command under any and all circumstances in the absence of a special order to the contrary. Gen. Miles himself said before leaving to-night: "I am going direct to Santiago by the quickest route. I shall take command of the army on my arrival there, of course."

GEN. SHAFTER'S POSITION.

Secretary of War Feels the Situation of the Troops in Cuba Has Improved.

WASHINGTON, July 7.—Gen. Shafter's position since the fight of July 1 has been regarded by the Administration and by leading army officers here as a difficult one, if not a really dangerous one. Dispatches that revealed some of the disadvantages under which he labored, and the needs that he had discovered, have been published or not, as the authorities considered it wise.

The accounts of witnesses, not officers, have supplemented the official reports, and they have plainly stated that Shafter had all he could do at first to hold on to what he had secured. The account given by R. H. Davis, and printed to-day, only caused that sort of surprise at the War Department that a revelation of the information to be concealed would naturally create.

It is evidently the feeling and opinion of the Secretary of War that Shafter is to-day much more comfortable, and that his force enjoys a better feeling of security, than two or three days ago—say on Monday or Tuesday. It would not have surprised the War Department much to hear that the Spaniards had made an attack upon the American lines.

It is supposed that the Spanish must have learned of the lack of artillery in the American camps, also of the slow coming of reinforcements, and of the small dependence to be placed upon the insurgent allies. Shafter had long and thin lines. The Spanish commander had the inner and shorter line, and under cover of the night, if he had been a soldier of enterprise, it is believed he could have concentrated upon some weak point and assailed the United States force with probably serious results to the Americans.

The War Department is reluctant to admit that the commanding officer in charge at Santiago is illy prepared to take charge of so important a movement. Gen. Shafter's continued indisposition, possibly some feeling of distrust in consequence, and the hesitation compelled just at a time when an assault was expected, are said to have had a bad effect upon the army, which needed no urging at the beginning, and the failure to get up the heavy artillery with which to conduct an effective bombardment, begins to impress itself upon the Administration as a matter too serious and demanding too speedy attention to be overlooked or neglected.

Gen. Miles may not have expressed any disappointment when he was recalled from Tampa just as the Shafter expedition was about to move, but there is no doubt that he has felt concerned about the future of the Santiago undertaking. There is good reason to believe that he would not have consented to lead an expedition of 16,000 men against the city, and that he promptly insisted that the force should be increased before Shafter indicated that he could use more men, but did not ask for them.

If there was any influence exerted to delay sending to Shafter the forces and supplies that Gen. Miles would have dispatched to him at once, it has not been an open influence, that can be pointed out and subjected to criticism. At all events, the succors of men and material have not begun to reach him as speedily as desired, and it is not at all certain that they will reach him so as to enable him to complete quickly the work he undertook to perform with a dash.

Artillery for Santiago.

Adjutant General Corbin was sure this afternoon that six batteries of artillery would reach Santiago and Shafter this afternoon. As he mentioned Gen. Randolph as the bearer of this relief it is a disappointment to learn that the artillery referred to did not leave Key West until yesterday, and so could not reach Santiago before Sunday or Monday. The vessels carrying the six light batteries were the Unionist, Specialist, and Comanche. They appear to be anything but speedy ships. At last accounts the Specialist was towing the Unionist.

Gen. Randolph had proposed to leave with the Comanche and Specialist, in order to be able to equip three light batteries at the earliest possible moment, and it was supposed that this would be done until the news was received of the movement of the three vessels together, apparently limited in the swiftness of their movements by the very slow speed of the Unionist.

Miles a Strong Reinforcement.

In the estimation of many officers here the strongest reinforcement sent to Gen. Shafter yet is Gen. Miles, who has evidently persuaded the President that the army needs a commanding officer who is not ill, and who can personally see what is going on, and direct what shall be done from day to day. If there has been any disposition to keep him back, Gen. Corbin says he does not know of it.

Until this afternoon, when Gen. Miles said distinctly that he would leave to-night for Santiago, the Secretary of War was in doubt, and some of his subordinates thought the report about Gen. Miles was erroneous. After the meeting at the White House, during the middle of the day, when Secretary Alger, Secretary Long, Gen. Miles, Capt. Mahan, Admiral Sicard, and the President talked over the situation, Gen. Miles frankly said he would go. He so informed the Assistant Secretary of War later, although if the matter had been a departmental one it would more naturally have been the Assistant Secretary who would have told the General.

If the Secretary of War has encouraged a hope that Shafter, as a Michigan man, would do better than any other officer, because of State pride, the President has not permitted any plan to help Shafter to get in the way of the success of the army at Santiago.

Whether correctly held or not, it is the opinion here to-night among those well informed that the President insisted as Commander in Chief that Gen. Miles should not be detained here in Washington to read Shafter's reports when they were written three miles from the front, and were apt to be old, when he was willing and anxious to be at the scene of operations and taking part in the work to be done.

Army officers are of the opinion that Gen. Miles's appearance at the front will give assurance to the army, and will inspire the Administration and people with greater confidence than they have felt at any time since the Santiago expedition started.

THE SANTIAGO REFUGEES.

15,000 of Them Huddled Together at El Caney and Clamoring for Food.

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EL CANEY, NEAR SANTIAGO DE CUBA, July 6.—Between 12,000 and 15,000 innocent victims of the war have fled here in wild panic to escape the terrors of the threatened bombardment of Santiago, and they are now confronted by the horrors of starvation.

In their helpless confusion they are appealing to Gen. Shafter for succor. Most of them are foreigners, principally French, and their interests are being looked after by their Consuls. When they were informed yesterday that Gen. Toral refused to consider the question of surrendering they swarmed out of the north gate of the city all day and trudged under the blazing sun over the road, which in many places was ankle deep in mud.

Tottering old men and women were supported by children and mothers with infants at their breasts struggled on toward El Caney, San Luis and other towns. Most of them came here last night, and over five thousand of them slept in the village which, under ordinary circumstances, hardly accommodates three hundred people. They were not allowed to bring any food upon the verandas and in the streets. At daylight those who were overtaken by darkness on the wayside began to pour in here. They were not allowed to bring food with them, and those who have money are as destitute as those who are without it, and the rich, the poor, the cultured and the ignorant, white and black, are crowded together, choking the passageways between the houses, all with despair written on their countenances.

The ignorant desire only to be fed, and the cultured want to get away, anywhere, anyhow, away from the war which has driven them from their homes.

Pathetic sights are witnessed on all sides. Women with the stamp of birth and education are supported by frail girls who hide their faces from the vulgar gaze of others who surge about them.

The French and Portuguese Consuls have continued their conference looking to the relief of the unfortunate refugees. They called on Gen. Shafter this morning, reported that the exiles were wholly destitute, and begged for American aid. The General promised to afford the refugees a limited daily supply of food at El Caney and other towns in Spanish territory, where they get nothing from Spain.

Gen. Shafter explained to the Consuls the impossibility of caring for these poor people out of army supplies, but he spared some rations, which were given out with sparing hands last night to the women and the feeble old men.

To-day Miss Clara Barton and Mr. George Kennan of the Red Cross Society offered to provide 5,000 rations if Gen. Shafter would transport them. After consultation with the French Consul, Gen. Shafter agreed to do so. The first pack train arrived at 2 o'clock this afternoon, and was unloaded in the village square among the clamoring cries of thousands. The better class held back, while the ignorant, especially the negresses, pressed forward frantically appealing for bread.

Capt. Finley, who commands the garrison in the town, saw to it that enough food was reserved to supply those whose delicacy and good breeding restrained them from begging. Many of the better classes have offered to pay almost any price for transports to Juragua, and thence to go by our transports to some foreign port. It appears likely that some arrangement can be made to get them out of the country. A few of the best Spanish families came to El Caney, but many preferred to share the fortunes of war, while others went off northward to San Luis and other places, where they have villas and estates.

Among those at El Caney are some young women and also some elderly women, remarkable for their beauty, with classic features, large dark eyes, and rich olive complexions. They would attract attention anywhere. They wear white veils over their heads, holding these partly over the face, and thereby adding to rather than detracting from their charms.

It is probable that all, except some of the younger men who fled with the women and children, will receive something to eat before night, but how long this relief can be extended is problematical. Many of course will be driven to the woods and be forced to subsist upon mangoes and other fruit.

Quite a number of the Spanish volunteers who came out with the refugees, and who were at first at liberty to go anywhere, are being gathered up and placed under surveillance. While it is known that most of them welcomed the opportunity to escape, it is feared that some may be spies. It has been learned from the refugees that there was a regular mutiny among the volunteers in Santiago the day after the fighting began. The volunteers were loud in their demands that the city should be surrendered.

The Consuls painted the situation at Santiago de Cuba worse than it was reported by the refugees. They declared the garrison only numbers 5,000 men, but the accuracy of this is doubtful, as Gen. Pando is almost certain to have arrived with what is left of his 5,000 men from Manzanillo.

The hospital conditions of our army are improving. Forty ambulances are now in service, and there are many empty tents. The wounded are nearly all at Juragua. The Headquarters Hospital has been cleared in expectation of the next assault.

The number of sick is increasing rapidly. There are 100 cases in the invalid hospital, principally of stomach trouble and low fever.

The officers hope for a speedy termination of the siege before the ravages of the climate and disease set in.

SPANISH OFFICERS DESERTING.

WASHINGTON, July 7.—Advices received here this morning from Gen. Shafter announce that a number of high Spanish officers are deserting across the lines at Santiago into the American camp. This act is regarded here as highly significant of an early surrender.

The officials of the War Department thought they saw encouraging signs of Santiago's coming surrender in Gen. Shafter's report yesterday that Spanish Army officers were deserting to the American side.

Continued on Page 2.

MADRID TALKS OF PEACE TERMS

Two Meetings of the Spanish Cabinet Have Been Held.

QUEEN REGENT PRESENT

The Minister of Marine Wants to Continue the War.

OTHERS WANT PEACE

Various Views of the Members of Sagasta's Cabinet—Spain Ready to Give Up Cuba and Philippines.

MADRID, July 7.—A Cabinet meeting lasting three hours and presided over by the Queen Regent was held this afternoon, and another meeting of the Ministers, at which Premier Sagasta will preside, will be held to-night.

A Minister, after the Cabinet meeting to-day, declared that if Admiral Cervera had succeeded in escaping the Spaniards would have sued for peace. But, he added, in view of the destruction of the Spanish fleet, the war must be continued, lest Spain be accused of cowardice or fear.

So far as can be ascertained most of the Ministers are favorable to peace if they xcould be certain it would not entail domestic disturbances or revolution. This is why they decline to say anything, although, no doubt, the subject has been fully discussed in the councils, and it is alleged that the Government is ready to accept the independence of both the Philippines and Cuba and an American occupation of Puerto Rico as a guarantee of indemnity.

It is believed the most resolute opponent of peace in the Cabinet is Capt. Aunon, Minister of Marine. Duke Almodever de Rio, Foreign Minister, declined to say anything this evening with reference to the rumors of peace negotiations.

Another Spanish Cabinet Minister is quoted in an interview as saying that the present Government of Spain will devote itself solely to the defense of the Spanish coasts, and that if negotiations for peace must be opened they will have to be conducted by another Government.

The provincial press is quite as bitter as are the Madrid papers in denouncing the Ministry. It is rumored that Gen. Weyler will be prosecuted because of his violent attacks upon the Government, upon Gen. Blanco, and Gen. Augustin.

Dispatches received here from official sources at Havana announce that there is an enthusiastic desire there to continue the war.

Intervention Now Probable.

LONDON, July 8.—Dispatches from the Continental capitals still talk of European intervention in the Hispano-American war. France is being represented as taking the initiative, and Germany and the other powers as declining to interfere.

By way of Berlin comes an interview with Senor Moret, former Spanish Minister of the Colonies, advocating that Spain should sue for peace "because it is ridiculous even to suppose that she could tire out the United States," and because Spain "can only expect fresh defeats placing her in a worse position than ever."

Senor Moret said it was imperative that the United States should be victorious in its first war with a foreign power, because its social problems and surplus wealth compelled it to pursue a policy of expansion. He said he believed Spain had nothing to fear from the Carlists or the Republicans, because both depended on the army and the workmen; whereas the former, the army, had already felt the strength of the enemy and was not likely to protest against peace, which, in its terms, was the only thing that would save the workmen from starvation.

WHAT IS SAID IN PARIS.

PARIS, July 7.—The Temps this evening publishes a dispatch from Madrid which says that its correspondent, in spite of the official denials published in the newspapers, persists in the belief that the Spanish Cabinet to-day not only deliberated upon the question of negotiating for peace, but charged the Minister for Foreign Affairs, Duke Almodovar de Rio, and the Minister of Public Instruction, Señor Gamazo, to study the matter and report upon it.

The correspondent adds that he does not believe the Pope will again intervene, although he has charged the Papal Nuncio at Madrid to renew his expressions of sympathy with Spain and the dynasty, and has also ordered the Spanish prelates to restrain the Carlists.

According to a dispatch from Rome to the Imparcial of Madrid, Emperor Francis Joseph of Austria, in response to the Pope's intercession, has declared he will exert all his influence, with the co-operation of his two allies, to bring about an honorable peace.

ALL EUROPE WANTS PEACE.

LONDON, July 7.—The newspapers throughout Europe to-day are urging Spain to seek for peace. It is generally recognized that Señor Sagasta's Cabinet will soon be superseded. The difficulty in the way of peace is the army, which is anxious to retrieve the failure of the navy, and this ambition is strengthened by the fact that the American forces have not yet captured Santiago de Cuba. But it is becoming clear, even to the Spaniards, that an undue prolongation of the war will only be playing into the hands of the Carlists.

The Novosti of St. Petersburg raises the point as to whether international law will justify the powers in intervening, and expresses the belief that, in view of the dimensions which the war has assumed, the powers cannot remain indifferent to its consequences. Continuing, the Novosti says it thinks a precedent is afforded in the case of Japan, whose victorious campaign was cut short by the powers.

The St. James's Gazette expresses the opinion that the Philippine Islands is the sole problem for Spain to solve in looking for peace, saying:

"If the war is prolonged, the Philippines are completely lost. Now something might be saved. The United States will naturally demand a station there. But it is evident the American public mind is not absolutely for annexation. So long as the war continues Spain cannot expect help there from the powers, but if Spain sued for peace there would be a chance for the statesmen of Europe. This does not mean an attempt to rob the United States of its victory, but simply an opportunity of satisfying both the American claims and the interests of the neutral powers."

EXPECTATION IN WASHINGTON.

WASHINGTON, July 7.—Interviews on the Spanish-American war were strongly optimistic here to-day. Possibly the President's expressed hope for peace in his proclamation issued last night may have been the first basis for these rosy views, but there were confirmatory evidences, coming from sources that have so far proved to be unfailingly accurate, that seem to afford foundation for the expectation that some overtures in the direction of peace may be expected shortly, though, of course, peace itself cannot be consummated immediately.

The most significant advice was one from Spain stating positively that within the week their country would sue for peace. It was also declared that Martinez Campos, Weyler's predecessor as Captain General of Cuba, and one of the best and most reasonable minds of Spain, is to be made Prime Minister of the Spanish Cabinet, which is sure to be made up within a few days on the wreck of the Sagasta Cabinet. This information accords well with advices that have been coming in for the past week to show that some of the European powers at least have bestirred themselves to bring pressure upon Spain to yield to the inevitable and ask for peace.

It can be stated authoritatively, however, that up to this time no overtures have been made to our Government looking to peace. This fact, however, does not in any sense affect or qualify the first statement, namely: That movements in that direction are afoot in Europe. It could not be expected that the United States Government would receive kindly a suggestion that it should make the initial movement toward peace, and, therefore, no overtures from the European powers or from Spain directly could be expected until the Spanish Government had either directly or through some friendly power made an advance in that direction. When that is done, and some such move is expected very shortly, our Government will be perfectly ready to respond if approached in the proper spirit.

OUR LOSSES AT SANTIAGO.

Kent's Division Had 695 Killed, Wounded, or Missing Out of 5,100 Men Engaged.

GEN. KENT'S DIVISION, Santiago de Cuba, July 6.—The following is the loss by regiments in Gen. Kent's division of the Fifth Army Corps. This division sustained the heaviest loss in the fighting of July 1, and lost more men in the deadly charge on San Juan Hill than any other organization engaged in the fight.

Gen. Hawkins's Brigade—Sixth Infantry—Killed, 4 officers and 18 men; wounded, 7 officers and 99 men. Total, 123. Sixteenth Infantry—Killed, 1 officer and 14 men; wounded, 5 officers and 104 men. Total, 124. Seventy-first New York Infantry—Killed, no officers, 18 men; wounded, 1 officer and 60 men. Total, 74.

Pearson's Brigade—Second Infantry—Killed, no officers, 6 men; wounded, 4 officers, 47 men. Total, 57. Tenth Infantry—Killed, 1 officer, 5 men; wounded, 5 officers, 35 men. Total, 46. Twenty-first Infantry—Killed, no officers, 6 men; wounded, 1 officer, 32 men. Total, 39.

Gen. Ewen's Brigade—Ninth Infantry—Killed, 1 officer, 3 men; wounded, no officers, 27 men. Total, 31. Thirteenth Infantry—Killed, 2 officers, 16 men; wounded, 5 officers, 85 men. Total, 108. Twenty-fourth Infantry—Killed, 2 officers, 11 men; wounded, 6 officers, 74 men. Total, 93.

Grand total, 695; total number engaged, 5,100.

In this division the percentage of loss is 13½.

Difficulty in Getting Supplies.

WASHINGTON, July 7.—Much of the difficulty experienced in supplying the troops on the battlefields still lies in the transportation department. Gen. Shafter has reported that, in spite of his appeals, he has received as yet only one lighter, the Laura, and this is able under the best conditions to carry ashore supplies for only one day from the transports lying far out at sea. What might happen in the event of bad weather can be conjectured.

WAR BALLOON REPAIRED.

Can Be Used as Soon as Gas and Tubes Are Obtained.

WASHINGTON, July 7.—Gen. Greely has received a dispatch from Col. Allen at Playa del Este, Cuba, regarding the Signal Corps balloon used for observation purposes with Gen. Shafter's army. He says that the balloon, which was hit by the enemy and split, has been repaired, but the supply of stored gas and tubes for it is exhausted. Attempts are now being made to get tubes from the front, where the gas generator is kept.

Col. Allen reports further that a second balloon is expected from Tampa to-day.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The pressure is high in the Atlantic and Gulf States and relatively lower in the other districts, with no storm centre. The pressure is lower in New England and higher on the northern Rocky Mountain Plateau.

The temperature is higher in the lower lake region and the St. Lawrence Valley. Showers and thunderstorms have occurred in the South Atlantic and East Gulf States, also in the Upper Mississippi Valley.

Showers are indicated for to-day in the East Gulf States and the Mississippi Valley. The temperature will rise slowly in the Atlantic States and New England.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES'S thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1897.	1898.	TIMES. 1898.
3 A. M.	71	62	67
6 A. M.	71	62	68
9 A. M.	77	69	71
12 M.	78	[illegible]	77
3 P. M.	76	72	77
6 P. M.	73	70	73
9 P. M.	70	68	74
12 P. M.	70	66	72

THE TIMES'S thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	73
Weather Bureau	68
Corresponding date 1897	74
Corresponding date for last twenty years	74

The maximum temperature was 74 degrees at 11:30 A. M. and the minimum 61 degrees at 5 A. M. The humidity at 8 A. M. was 62 per cent and at 8 P. M. 61 per cent.

Chautauqua Excursion.
$10.00 round trip, via D., L. & W. R. R. July 8. Tickets good until Aug. 8.—Adv.

WATSON'S SHIPS READY FOR SPAIN

The Eastern Squadron Will Speed Across the Sea.

IT MAY CHASE CAMARA

The Administration Is Hurrying the Departure of the Warships.

MAY ENFORCE PEACE

Fourteen Vessels Will Complete the New Squadron That Is to Carry the War to the Spanish Coast—Plans Outlined.

WASHINGTON, July 7.—With fourteen ships, including two battleships of the first class, Commodore Watson, who was to-day detached from service under Admiral Sampson, will as speedily as possible set out for Spain and the Mediterranean. As far as made up, the Eastern Squadron will consist of:

The flagship NEWARK.

The battleships IOWA and OREGON.

The auxiliary cruisers DIXIE, YANKEE, and YOSEMITE.

The colliers ABARENDA SCINDIA, ALEXANDER, CAESAR, CASSIUS, JUSTIN, and LEONIDAS.

The supply ship DELMONICO.

The addition of the colliers Caesar, Cassius, Leonidas, and Justin was rendered necessary by the decision of the Administration to send Commodore Watson on a longer voyage than that at first contemplated. When the original Roosevelt plan of annoying Spain was adopted, it contemplated a dash at the Canaries and the main. Now, when Spain has abandoned her coast to the care of the fortifications at the same time that the fleet of Dewey and the possession of the Philippines are put in question, something more has been contemplated than bombardment of Spanish cities that are fortified, the collection of ransom, the capture of prizes, and the demoralization of coastwise trade.

Camara, ... e does not return, may be followed as far as he chooses to sail, even as far as Manila itself. It is possible that Commodore Watson may be able to provide himself with money to pay his tolls through the Suez Canal by his earnings on the way down the Mediterranean. Cadiz has been more than once taken by a foreign foe and put to ransom. It may be taken again and held long enough to exact from its treasure money with which to pay the expenses of Watson's eastern voyage. So anxious is the President to force peace quickly, and to secure it by strong and vigorous fighting, though not before Puerto Rico is captured, that he is insisting that Commodore Watson shall not be detained one moment after it is possible for him to start upon his voyage.

All the vessels named for his fleet are ready to go, excepting the Delmonico. It is the expectation that the seven colliers will be ready by the middle of next week, and the Delmonico about the same time. The colliers will carry about 20,000 tons at least, so that the squadron will be supplied for a prolonged journey without stopping anywhere on the voyage to obtain coal. Full complements of men will be carried by the auxiliary cruisers, in order that they may be able to spare prize crews to bring back captures made along Spain's coast. As Camara has proceeded, it is estimated that it will take him more than a month more to reach Manila. Watson can push his fleet so quickly that it can reach Suez in less than twenty days, and overtake Camara long before he has entered a Philippine port.

A telegram received at the State Department this afternoon announced that Camara was still lying with his squadron at Suez, the southern and eastern entrance to the canal. The torpedo boats Osada, Prosperina, and Audaz, which were yesterday reported at Pharo, Portugal, arrived to-day at Cadiz, their home port. Admiral Dewey has been notified of all these movements.

If Camara should turn back he must do so quickly, if he hopes to reach a Spanish port before Watson can intercept him. It has taken him twenty days to go from Cadiz to Suez. With as many delays on the return as he suffered on the outward voyage he could not reach Cadiz before July 27. Should Commodore Watson leave Santiago by July 14 he would reach Cadiz about July 24. So Camara has the opportunity to get as far as Barcelona without meeting Watson, but every hour that he keeps on assures Watson of an opportunity to crush a Spanish defense or to overtake the last Spanish fleet somewhere between Cadiz and Manila.

TO HUNT SPAIN'S WARSHIPS.

Many Small Vessels Hidden in the West Indies Will Be Chased, Captured, or Destroyed.

WASHINGTON, July 7.—The navy is preparing for a grand hunt throughout the West Indies for Spanish warships. There are a number of Spanish war craft left, scattered through coves on the Cuban coast, and lying in obscure little harbors in the West Indian islands. These are to be hunted down and captured or destroyed, and the movement is to begin immediately, for until the Gulf and Caribbean Sea have been cleared of these little craft, no troop transports can be said to be entirely safe while passing between the United States and Cuba, and the navy is put to the necessity of sending formidable convoys along with the troops.

Many of the little boats have been spotted already through the State Department, and the others will be located soon by the aid of swift little torpedo boats and auxiliary craft. It was with this object in view that the recently constructed torpedo boats Gwyn, Morrison, and others were ordered from the North to Florida waters.

CAMARA'S SHIPS WORN OUT.

LONDON, July 8.—The Gibraltar correspondent of the Daily News says:

"Admiral Camara's fleet is in a deplorable condition. I am informed that the Spanish

engineers have ruined the boilers of the cruisers upon which English and German engineers were formerly employed."

MADRID, July 7.—Capt. Aunon, Minister of Marine, said that Admiral Camara was in the Suez Canal, but that the Admiral himself did not know his future movements. The Cabinet is of the opinion that the fleet of Admiral Camara should continue its voyage to the Philippine Islands.

Madrid's View of Watson's Trip.

MADRID, July 7.—The newspapers here say they foresee international complications if the Americans bombard the Spanish coast.

NEWS FROM THE ARMORIES.

Trouble Over the Governor's Order for Forming the 201st Regiment —Clauses to be Explained.

The order issued from Albany on Tuesday laying down rules for the formation of the three new regiments to be recruited under the second call, is causing trouble. Paragraph XI of this circular reads:

When the National Guardsmen have had an opportunity to enter these regiments, and more men are needed, then and not until then, may civilians be accepted.

Just what that means the officers who are recruiting the Two Hundred and First Regiment, at the Twelfth Regiment's Armory, say they would like to know. They would like to be informed how they are to know that guardsmen have had the offered opportunity, and when the time for such offering expires and the applications of civilians can be considered. The officers recruiting the regiment are now United States officers, having been mustered into the service, and so an order from the Adjutant General of the State would be ineffectual. Nevertheless, they would like to follow instructions, and they said last night that in the paragraph quoted they have met with a stumbling block of large proportions.

An Officer's Remarks.

An officer high in the guard said last night that Gov. Black was on record as desiring to keep the provisional and stay-at-home regiments intact by telling the men officially what an honorable duty "home defense" is. He was also on record, he said, as having promised the members of the provisional regiments the first chance to volunteer, and in trying to do both these opposite things he was attempting the impossible.

If the Guardsmen enlisted as they had been doing, he said the present organizations would be disrupted, and if he denied them the chance to volunteer he stultified himself. The result of these confusing orders, the officer said, was that the present National Guard organizations were dwindling to an alarming degree, and it would be next to impossible to hold them together.

Recruiting the Two Hundred and First

Capt. C. G. Todd, First Lieut. W. W. Griffiths, and Second Lieut. Philip Case were busy accepting recruits for Company C of the Two Hundred and First last night. Besides the three officers, each company under the new regulations will consist of one First Sergeant, one Quartermaster Sergeant, four Sergeants, twelve Corporals, two musicians, (buglers or trumpeters,) one artificer, one wagoner, and eighty-four privates.

The officers of each company are to recruit their own command, and when it is completed it will be mustered into the service by Lieut. Irwin, the mustering officer detailed by the regular army. At the close of business last night seventy-five men had passed the Surgeon and been accepted, and it is expected that Company C will be ready for muster to-morrow. This morning the men will have their first drill lessons, and there was a rumor last night that each company would be taken to Camp Black as soon as it was completed.

The men accepted are a fine-looking lot, and are largely from the provisional regiments, principally the One Hundred and Twelfth, many of the companies of which are being depleted. At the present rate it will take more than a month to complete the regiment.

Eighth Likely to See Fighting.

Superintendent Breen of the Eighth Regiment Armory received a letter last night from an officer of the Eighth, at Chickamauga, in which the officer said that there is a belief in the camp that the Eighth will at once get orders to proceed to Santiago and take part in the attack on that place. If it shall capitulate before their arrival, then they will go to Puerto Rico. The officer wrote that he had positive and accurate information on this point.

Brig. Gen. Smith has appointed Eugene K. Austin Colonel of the One Hundred and Eighth Regiment, George C. Heilner Lieutenant Colonel, and William S. Romer Major.

Battalion Adjt. John H. Townsend was last night elected Captain of Company A of the Seventh Regiment, in place of Capt. H. W. Janssen, resigned. Capt. Townsend has been a member of the regiment since Oct. 31, 1884.

The Board of Officers of the One Hundred and Ninth Regiment gave a farewell reception and dinner last night at the Ninth Regiment Armory to Capts. William Morris and Thomas Timpson and the other fifteen members of the recruiting staff of the Ninth Regiment, who have concluded their labors, having sent 396 recruits to the front to make up the regiment's quota.

Addresses were made by Major Jaffa, Capt. Morris, Major Marks and Gen. Seward, formerly Colonel of the Ninth, spoke feelingly on the causes that had compelled him to give up the command of the regiment with which he had been so long connected.

FUN ON THE NEW HAMPSHIRE.

Crew of the Yankee Unable to Attend an Entertainment.

The Second Battalion of Naval Militia, who are on the training ship New Hampshire, at Twenty-eighth Street and East River, last night informally entertained the crew of the Yankee, lying off Tompkinsville, all former members of the Naval Militia.

A supply of cigars and such refreshments as might gladden the hearts of the Yankee's men was provided, but at the last moment Capt. Forshew learned that his invited guests could not avail themselves of his hospitality. It was impossible for them to leave their ship.

Making the best of the situation, the boys of the Second Battalion fell to and had a pleasant night of it. Many friends from about town were present.

HEALTH OF SCHOOL PUPILS.

Success of the Examination Plan Tried in Plainfield.

PLAINFIELD, N. J., July 7.—The Board of Education of this city has just finished the first year's experiment of employing an examining board of doctors to examine the health of all the pupils in the various public schools, and it has proved such a success that the board has determined to establish the practice for an indefinite time.

Ever since last Winter the medical examiners have been busy examining students in blocks of a dozen or less at a time. They have examined a total of 1,947 pupils, making a special point to detect defective eyesight and hearing, and to learn whether or not the pupils had been vaccinated. Over 100 showed defective eyesight and fifteen defective hearing. Only about 37 per cent. had been vaccinated.

After the examinations were made it was the practice of the doctors to notify the parents of the children of the results and advise them to consult their family physicians for remedies. In this way, it is said, the general health of the pupils has been greatly improved. One special recommendation of the examining board was that the children's eyes be kept out of the direct rays of the light as much as possible.

Sentenced at Jersey City.

Marie Prebitski of Bayonne, who was convicted at Jersey City two weeks ago of conspiring with Adam and John Hojnacki to poison her husband, Anton Prebitski, was yesterday arraigned before Judge Blair and sentenced to State prison for five years. Adam and John Hojnacki, who were convicted of inciting the woman to commit the crime and of aiding her to administer the poison were sentenced to State prison for seven years each. Their counsel at once applied for a writ of error. Prebitski, who is hopelessly paralyzed by the effects of the poison, has been removed to the almshouse at Snake Hill.

Jersey City Resident Killed.

John Malone, thirty-six years old, of 321 Railroad Avenue, Jersey City, employed as a trackwalker on the Pennsylvania Railroad, was struck by Drill Engine No. 420, between Grove and Barrow Streets yesterday and instantly killed. His watch was afterward found in the street under the railroad trestle. Malone leaves a family.

LIEUT. HOBSON IS EXCHANGED

With His Seven Seamen He Is Now Within American Ranks.

ESCORTED BY CAPT. CHADWICK

A Spanish Lieutenant and Fourteen Soldiers Given in Exchange.

Heroes of the Merrimac Are Cheered to the Echo While Passing Through the Lines.

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OFF JURAGUA, July 6.—Assistant Naval Constructor Richmond P. Hobson of the flagship New York and the seven seamen who composed the crew of the collier Merrimac, which was sunk by Hobson and his companions in the channel of the harbor of Santiago de Cuba on June 3 last, were surrendered by the Spanish military authorities to-day in exchange for prisoners captured by the American forces.

Hobson and his men were escorted through the American lines by Capt. Chadwick of the New York, who was awaiting them. Every step of their journey was marked by the wildest demonstrations on the part of the American soldiers, who threw aside all semblance of order, scrambled out of the intrenchments, knocked over tent guys and other camp paraphernalia in their eagerness to see the returning heroes, and cheer after cheer went up for the men who had passed safely through the jaws of death to serve their country.

The same scenes of enthusiasm were repeated upon the arrival of the men at the hospital station and at the base of supplies at Juragua. Lieut. Hobson, who reached there in advance of his companions, was taken on board the New York immediately. The flagship's decks were lined with officers and men, and as Hobson clambered up her side and stepped on board his vessel, the harbor rang with the shouts and cheers of his comrades, which were echoed by the crews of a dozen transports lying near by.

Hobson had little to say in regard to his experiences, except that he and his companions had been well treated by the Spaniards, and that they were all in excellent health.

How the Exchange Was Made.

The exchange of Hobson and his men took place under the truce established for that purpose. The place selected for the exchange was beneath a tree between the American and Spanish lines, two-thirds of a mile beyond the intrenchments occupied by Col. Wood's Rough Riders, near Gen. Wheeler's headquarters, and in the centre of the American line.

The American prisoners left the Reina Mercedes Hospital, on the outskirts of Santiago, where they had been confined, at 2:45 this afternoon, in charge of Major Iries, a Spanish staff officer, who speaks English perfectly. They were conducted to the meeting place on foot, but were not blindfolded. Col. John Jacob Astor and Lieut. Miloy, accompanied by Interpreter Maestro, were in charge of the Spanish prisoners. These consisted of Lieuts. Amelio Volez and Aurelius, a German, belonging to the Twenty-ninth Regular Infantry, who were captured at El Caney on Friday last, and Lieut. Adolf Aries, of the First Provisional Regiment of Barcelona, one of the most aristocratic military organizations of the Spanish Army, and fourteen non-commissioned officers and privates. Lieut. Aries and a number of the men were wounded in the fight at El Caney. The Spanish prisoners were taken through the American lines mounted and blindfolded.

The meeting between Col. Astor and Major Iries was extremely courteous, but very formal, and no attempt was made by either of them to discuss anything but the matter in hand.

Major Iries had his choice of three Spanish lieutenants in exchange for Hobson, and was also informed that he could have all of the fourteen men in exchange for the American sailors. The Spanish officers selected Lieut. Aries, and the other two Spanish officers were conducted back to Juragua.

It was then about 4 o'clock, and just as everything was finished and the two parties were separating, Major Iries turned and said courteously enough, but in a tone which indicated considerable defiance:

"Our understanding is, gentlemen, that this truce comes to an end at 5 o'clock."

Col. Astor looked at his watch, bowed to the Spanish officer, without making a reply, and then started back slowly to the American lines with Hobson and his companions following.

The meeting of the two parties and the exchange of prisoners had taken place in full view of both the American and Spanish soldiers, who were intrenched near the meeting place, and the keenest interest was taken in the episode.

Welcomed by Rough Riders.

As Hobson and the men of the Merrimac approached the first line of intrenchments occupied by the Rough Riders, low murmurs ran from one end of the line of cowboys and Eastern athletes to the other, and by the time the returning party reached them every man was on his feet, refusing to be restrained by the orders of the officers, cheering wildly and rushing over every obstacle that chanced to be in their way in their efforts to reach Hobson and his party and grasp them by the hand.

The released men were soon surrounded and compelled to stop to receive the greetings, congratulations, and vigorous handshaking of men they had never seen before. Sunburned cavalrymen, who had spent their lives in the saddle on the plains of Arizona, New Mexico, or other Western States or Territories, threw their arms around the sailor boys and literally dragged them over the intrenchments, at the same time sending forth ear-splitting yells.

No mountain fastness of the West ever resounded with shouts from an Indian war dance that equaled the wild outbreak of American spirit that occurred at this meeting of the sailors who did their duty with every Spanish gun in the harbor trained upon them. The hardy men who from the very day of their arrival on the Island of Cuba have fought their way over the bodies of their own dead and wounded almost to the gates of the city that they are soon to storm were showing their appreciation of a heroic deed.

Cheered by Colored Troops.

The Seventy-first New York Volunteers, near the Rough Riders, was the next regiment to fall upon Hobson and his men, and almost immediately the Ninth and Tenth Cavalry, both colored regiments, joined in the general enthusiasm, and cheer after cheer arose as Hobson and his companions forced their way through the lines of white and colored soldiers.

Hobson, so far as possible, grasped each hand extended toward him, and neither he nor his men made any protest against the most uncomfortable crowding and jostling which they had to undergo.

If the young officer, whose home is in Alabama, has any race prejudice he certainly forgot all about it as he passed through the lines of soldiers on his way to Gen. Wheeler's headquarters. He grasped the hands of the ebony-hued troopers of the Ninth and Tenth Cavalry and expressed his thanks for their patriotic welcome with as much heartiness as he displayed toward men of his own race. He and all of his men were completely overcome by the reception accorded them, and tears rolled down their cheeks as the soldiers crowded around them.

As Hobson and his party approached Capt. Grimes's Battery the men cried out on every side to have a salute fired in their honor. Hobson protested against this immediately, and shouted to the artillerymen, who had also caught up the cry, not to fire their guns. Some of the most enthusiastic of the men appealed to Col. John Jacob Astor, and the latter entered into the spirit of the occasion and told the men they need not obey Hobson's orders as he was only a Lieutenant.

The officers of the battery, however, prevented the men from firing the guns, as the Spaniards might mistake the reports for the opening of an attack, and if the latter had responded our soldiers were in no position, in their state of disorder and enthusiasm, to make successful resistance.

At Gen. Wheeler's Headquarters.

Lieut. Hobson finally reached Gen. Wheeler's headquarters, where the veteran cavalryman and other officers gave him a warm welcome. By this time Capt. Chadwick of the New York and the naval escort from the flagship had reached Hobson and his men, and they were the first persons with whom the rescued prisoners had any previous acquaintance whom the latter had met since they entered Santiago Harbor on their perilous mission. Capt. Chadwick and all the others took each man by the hand and extended the heartiest greeting.

The escort had brought a change of clothing, including new uniforms, for Hobson and his men, and the latter had a short respite while they changed their apparel. Hobson also got horses to ride over the trail to Juragua, and his men were placed in an army ambulance.

Before leaving for the sea coast Hobson was taken to Gen. Shafter's headquarters and warmly greeted by the commanding General.

Lieut. Hobson declined to be interviewed or to say anything with regard to the Merrimac, on the ground that he intended to submit a complete report to Admiral Sampson on the subject, and that it would be outside the line of his duty to say anything about the sinking of the Merrimac until after he had made such a report, or at least had had an opportunity to consult the Admiral.

His Experiences as a Prisoner.

He could not be induced to say anything on this subject, but with regard to his experiences as a prisoner of war in Santiago, he said:

"During the first four days we were prisoners of war we were confined in Morro Castle, and I can assure you these were extremely uncomfortable and disagreeable days. The Spaniards did not exactly ill-treat us, but it took them some time to recover from the shock caused by what most of them considered our Yankee impudence in trying to block their harbor.

"As a rule, the officers and men who came in contact with us were gruff in speech and sullen in manner. There were many threatening glances shot in our direction. For Admiral Cervera, I have nothing but the highest admiration and personal regard.

"His act in informing Admiral Sampson of our safety I regard as that of a kind-hearted, generous man and chivalrous officer. I expressed to him my sincere thanks and the thanks of my men for taking this means of relieving the anxiety of our shipmates and our friends at home. He repeatedly spoke to me of his admiration of what he called one of the most daring acts in naval history.

"I am sure we were not entitled to the commendation we received, for there were hundreds of other men on our ships who would have been glad to undertake to do the same thing.

Transferred to the Hospital.

"While we were in Morro Castle we were naval prisoners, but at the end of four days we were transferred to the jurisdiction of the army, and were removed to the Reina Mercedes Hospital, on the outskirts of Santiago Bay, where we remained until to-day. We knew but little of what was going on in the city, though, of course, we could always tell when our fleet was bombarding the shore batteries, and we could easily distinguish the terrific explosions caused by the Vesuvius throwing dynamite shells. Several times at night we were also fully aware that the land batteries were fighting outside the city. Last Friday and Saturday it would be difficult to explain how anxious we were for news of the success of our side during the engagements. The little information the Spaniards would give us could not be relied upon.

"One thing that I found out in the hospital was that a large number of Spanish officers were wounded in last Friday's fight, for many were brought to the hospital to be treated. Numbers of badly aimed bullets came into the hospital windows on Friday, but I do not believe any one was injured by them. Our quarters there were very clean and comfortable and the food was fairly good. In fact, I have no reason to complain of our treatment as prisoners of war. The prejudice which the Spaniards showed against us during the first few days soon wore away. We conducted ourselves properly and simply forced them to treat us well.

"We knew nothing about the destruction of Admiral Cervera's fleet until told by our own people to-day. Of course our confinement became very irksome, and I cannot tell you how great was the relief we felt to be free again. I cannot express my gratitude to our soldiers who gave us such a welcome when we came into the lines. All of us are in excellent health, and glad to go back to our posts again and see the war through to the end."

Hobson proved himself to be as good a horseman as he is a sailor. The twelve-mile gallop from the front to Juragua was made very quickly, though owing to the delay in leaving Gen. Shafter's headquarters it was dusk before he arrived on the beach and took the boat to go to the flagship.

HOBSON'S FAMILY OVERJOYED.

News of His Exchange Received with Rejoicing at Greensborough.

GREENSBOROUGH, Ala., July 7.—James M. Hobson, the father of Naval Constructor Richmond P. Hobson, received the news of his son's exchange shortly before 10 o'clock this morning. He at once informed Mrs. Hobson, and soon the entire family was in possession of the cherished information that the hero of the Merrimac was in the hands of his friends.

The family nearly went wild with joy. The news spread quickly throughout the little town and business was temporarily suspended while the tidings were discussed. All were anxious to know how soon Lieut. Hobson would come to Greensborough, and how they could best receive him when he came.

Shafter Reports Hobson's Exchange.

WASHINGTON, July 7.—Gen. Shafter's telegram announcing the exchange of Lieut. Hobson and his men is as follows:

PLAYA DEL ESTE, July 7.

Secretary of War, Washington:

HEADQUARTERS OF FIFTH ARMY CORPS, CUBA, July 6.—Lieut. Hobson and all of his men have just been received safely in exchange for a Spanish officer and prisoners taken by United States troops. All in good health except two seamen convalescing from remittent fever.

SHAFTER,
Major General, commanding.

Stock Brokers Cheer Hobson.

During a lull in the trading on the floor of the Stock Exchange yesterday noon, the news reached the brokers that Hobson and his men had been exchanged and were within the American lines. Without any preconcerted signal, fifty or more of the brokers came together and sent up a spontaneous and hearty cheer for the heroes of the Merrimac. This demonstration was against the rules of the Exchange, of course, but no complaints were made against the offenders.

Cheers in a Church Council.

PORTLAND, Oregon, July 7.—When a bulletin was read in the Council of the Congregational Churches of the United States this morning announcing the exchange of Lieut. Hobson and his men the entire body rose and cheered for the Merrimac crew.

CHRISTIAN ENDEAVOR MEETING.

President McKinley Sends Greeting to the Convention at Nashville and Gets a Reply.

NASHVILLE, Tenn., July 7.—The National Christian Endeavor Convention opened this afternoon at 3 o'clock, with President Clark presiding. After devotional exercises, addresses of welcome were delivered by Gov. Taylor and others. Secretary John W. Baer then read his annual report and President Clark read his annual address.

The following dispatch from President McKinley was read and received with tumultuous applause:

"I take great pleasure in extending to the convention cordial greetings and best wishes.

"Before the Christian Endeavor Society lie magnificent possibilities, and in congratulating the society on its splendid achievements in the past, I would bid it godspeed to even grander and nobler success in the future.

FRANCIS E. CLARK, President.

To this message President Clark replied as follows:

"The Christian Endeavorers of the United States assembled at Nashville, Tenn., in the seventeenth international convention of the society, and representing more than 2,500,000 young men and women of the United States alone, wish to thank you for your greeting, and express their heartiest sympathy with their Christian President, William McKinley, in his suggestion for a service of praise and thanksgiving to Almighty God. They have read the proclamation at their opening service, and have united as he desired in prayer for a speedy peace.

FRANCIS E. CLARK,
President.

Frequent references made by the speakers to a friendly union between Great Britain and the United States were vociferously cheered, especially by the large delegation of Canadians in attendance.

To-night the Auditorium and Hall Williston were packed, and the official programme was enthusiastically carried out. The Rev. Howard B. Grose, Boston, and President Clark presided. The Rev. D. J. Burrell, New York; the Rev. Philip F. Pendleton, Ohio; Booker T. Washington, Alabama; the Rev. Ernst W. Shurtleff, Massachusetts, and the Rev. R. S. MacArthur, New York, delivered addresses.

The Kansas City Union was awarded the banner for the best progress made. Detroit was selected for the meeting place of 1899.

INDIAN CONGRESS AT OMAHA.

Delegates from All the Tribes to be Represented at the Show.

OMAHA, July 7.—Congress has just set apart a special fund of $40,000 to be expended in creating at Omaha the rarest ethnological exhibition ever attempted in this or any other land.

Delegations from every Indian tribe in the Union will be on the grounds at one time or another during the exposition. Each type will be exhibited in appropriate costume with weapons, utensils, industrial appliances, ceremonial objects, burial structures, and handiwork.

Capt. W. A. Mercer, United States Army, has been detailed to take charge of the Indian Congress, and his plans are so far advanced as to make the assembling of the Indians only a matter of the short time necessary to transport them to Omaha. The Captain has engaged men who have lived among the Indians for years to arrange contests, tournaments, and a daily programme of rare features. Prof. James Mooney of the Bureau of Ethnology will make a remarkable exhibit of Indian heraldry, the result of years of study and research.

MISSOURI POPULISTS SPLIT.

Unable to Fuse in St. Louis and Two Tickets Put in the Field.

ST. LOUIS, July 7.—The Populist State Convention split on the question of fusion to-day, and two conventions were held. The regulars nominated the following ticket:

Supreme Judges—S. A. Handy for short term and J. M. McCall, long term.
Railway Commissioner—J. R. Smith.
Superintendent of Schools—J. D. Elliff.
Members of the National Committee—Arthur Rosell, Owen Miller, and W. R. Littell.

The Middle-of-the-Roaders ticket is:

Supreme Judges—J. N. Voorhis, Livingston County, for long term; A. H. Livingstone, Howell County, for short term.
Railway and Warehouse Commissioner—J. H. Hillis, Harrison County.
Superintendent of Public Instruction—J. D. Brown, Jackson County.

The regular Committee on Resolutions reported a platform reaffirming the principles adopted by the Omaha and St. Louis Conventions declaring money for carrying on the war with Spain should be obtained by the coinage of silver and the issue of legal tender notes, and not by an enormous increase in taxation and enlargement of the public debt; that the present system of using bank credit as a circulating medium was extravagant and dangerous. The initiative and referendum were favored in the enactment of our laws.

The platform of the Middle-of-the-Roaders is substantially the same.

An Immigrant to be Deported.

An old man, who arrived on the steamship Cheruskia from Hamburg, and whose name appears on the Barge Office records as Mambray, was detained yesterday by the immigration officials. He will be deported as a person likely to become a public charge, as he has neither money nor friends in this country, and Mambray told some of the attendants at the Barge Office that he had walked all over Siberia, had crossed Bering Straits, and had finally wound up at Tacoma, whence he came East. He used up what money he had and returned to Europe by crossing the Atlantic, having completely circled the world. He came to this country again, hoping to get work.

YESTERDAY'S FIRES.

(From 12 o'clock Wednesday night until 12 o'clock Thursday night.)

12:35 A. M.—548 Tenth Avenue; A. Schimer; damage, $25.
1:10 A. M.—226 West Fourth Street; H. L. Cole; damage, $100.
9:40 A. M.—18 Monroe Street; unknown; damage slight.
11:35 A. M.—34 Attorney Street; Aaron Sable; damage, $50.
12:15 A. M.—542 West Fifty-second Street; Francis Brothers; damage, $25.
12:10 P. M.—184 Allen; George Fennel; damage, $25.
2:15 P. M.—178 Madison Street; M. Levy; damage slight.
4:30 P. M.—12 White Street; W. A. Vandercook; damage, $200.
4:40 P. M.—2,300 Seventh Avenue; Max Simon; damage $20.
5:40 P. M.—1,503 Third Avenue; Jacob Lackheimer; damage, $50.
8 P. M.—2,208 Fifth Avenue; unknown; damage, $15.
9:10 P. M.—13 Roosevelt Street; Lewis Calliffe; damage slight.

LOSSES BY FIRE.

DALLAS, Texas, July 7.—A fire at Rogers, Bell County, has destroyed about twenty places of business, causing a loss of $60,000; partly insured. J. N. Brookes, merchant and banker, is the heaviest loser. His loss amounts to $14,000.

BAIRSFIELD, Cal., July 7.—The little town of Kern City, two miles from here, has been almost destroyed by fire. Three blocks and a half in the centre of the place were swept away, the loss being $75,000; insurance one-half that amount. The Southern Pacific Railroad buildings were saved.

MILES TO THE FRONT

Continued from Page 1.

It is believed that this is the immediate result of sending back to the Spanish lines in safety of wounded Spanish officers and men who had fallen on the battlefield, thus dispelling the impression the high Spanish officials have sought to create among their ignorant troops that the Americans were barbarians and did not recognize the rules of warfare.

It is earnestly hoped that the conclusions drawn from Shafter's dispatch are sound, for private advices received here speak of the appearance of contagious disease within the Spanish lines.

ARMY AND NAVY IN CONCERT.

WASHINGTON, July 7.—With reference to the statements that have been published to the effect that serious friction exists between the two arms of the service, Secretary Long to-day expressed himself as follows:

"There is not the slightest foundation for the suggestion of anything but the best feeling between the army and the navy. Each rejoices in the splendid heroism and success of the other. They are ready to co-operate for the honor of the flag at any time and anywhere. As to the two departments, the War Department is always ready to help the Navy Department, if it should need anything, and the Navy Department has been very glad to aid the War Department by the loan of its best scouting vessels, for transports, and in every other way."

CHARGES AGAINST CUBANS.

Horatio S. Rubens Denies the Reports Coming from Siboney—His Idea About Pando.

Horatio S. Rubens, counsel of the Cuban delegation, had something to say yesterday regarding the reports from Siboney containing serious charges as to the Cubans' method of warfare. As to the story that they had refused to do commissary and hospital duty on the ground that they were soldiers, and not laborers, Mr. Rubens said:

"If such a thing happened as reported it must have been a party of Cubans who were acting under orders from their superiors as a scouting detail. So they refused to do any but that work. If any request for aid in widening roads, transporting commissary supplies, or hospital service were made to the Generals in command they would cheerfully be complied with. The Cubans, like the Americans, have but one object in view—the speedy termination of the war. Anything done to impede the progress of the war would mean loss, and would be suicidal when hundreds are dying from starvation and by bullets.

"When the true facts come to light there will be found as little truth in that story as there is in the story that the Cubans beheaded forty prisoners who had surrendered when their blockhouse was threatened by the fire of a dynamite gun. For three and a half years the Cubans have never killed a Spaniard taken in battle. We have given them their choice of joining the Cuban force or rejoining the Spanish force after being disarmed. In this way we have prevented the Spaniards from resisting to the death, and incidentally we have obtained arms and ammunition.

"Gen. Gomez has only lately issued a proclamation assuring the Spanish residents that their lives and property will be respected. The Cubans well understand that to obtain permanent peace there must be no retaliation on Spanish residents. The story of the beheading of these prisoners is contrary to the military policy of the Cubans. Such an act would mean the speedy court-martial of the men or officers involved and their being put to death if found guilty."

When questioned as to the failure of Gen. Garcia to prevent the entrance of Gen. Pando's forces into Santiago Mr. Rubens said that he did not believe that Pando had entered Santiago.

"It is doubtful if Pando is in the city," said he. "Were Pando in the City of Santiago he would take precedence of Gen. Linares, as he is the second in command under Blanco. But it is Gen. Linares and not Gen. Pando that signs all correspondence with Gen. Shafter."

SPANISH PRISONERS UNHARMED.

Gen. Shafter Denies Reports of Cuban Violence.

WASHINGTON, July 7.—The War Department to-day posted the following dispatch from Gen. Shafter, received in response to an inquiry as to the reported killing of Spanish prisoners by Cubans:

PLAYA DEL ESTE, July 7.

The Hon. Secretary of War, Washington:

Dispatch as to killing prisoners by Cubans absolutely false. No prisoners have been turned over to them, and they have shown no disposition to treat badly any Spaniards who have fallen into their hands.

SHAFTER, Major General, commanding.

The dispatch referred to was written by W. R. Hearst of The New York Journal. Honore Laine, a correspondent in the field, speaking of a blockhouse which they had visited together, is quoted by Mr. Hearst as follows:

"'I found a Spanish prisoner and told him to go into the blockhouse and tell those inside the Americans were going to fire a dynamite gun at it and they had best surrender. Forty of them came out, and the Americans kindly turned them over to me for the Cubans.'

"His eyes flashed.

"'Whit did you do with them?

"He sniffed contemptuously: 'We cut their heads off of course.'"

ARTILLERY FOR GEN. SHAFTER.

WASHINGTON, July 7.—It appears from statements made at the War Department to-day that the detachments of troops which were to have been dispatched to Santiago from Chickamauga are likely to be subjected to the same sort of delay that has attended every expedition the department has undertaken so far. It was expected that these troops, comprising Gen. Ernst's brigade of the First Division, First Corps, under command of Major Gen. Wilson, would be embarked at Charleston in time to land at Santiago early next week at the furthest.

According to the present arrangement, however, Gen. Wilson, with one of the three regiments, will go on board the auxiliary cruiser Resolute at Charleston on Friday. Gen. Ernst, with another of the regiments, will board the transport Grand Duchess on Saturday, and the Third Regiment will go by the transport Obdam on Monday. It was at first intended to send these troops by the cruisers Yale and Columbia, but it was discovered after the cruisers had been ordered to Charleston that they drew too much water to get inside the harbor, and that the men and their equipment would have to be loaded on lighters and taken outside to the ships, which would have involved an enormous amount of double work and tedious delay.

The regiments now at Charleston are the Second and Third Wisconsin and the Sixteenth Pennsylvania. The Second Brigade of Gen. Wilson's division, under command of Brig. Gen. Haines, consisting of the Fourth Pennsylvania, Fourth Ohio, and Third Illinois, is under orders for Santiago, but is being held at Chickamauga until transports can be provided.

A cablegram from Playa del Este to-day reported that three of the transports that took the first expedition to Santiago had sailed for Tampa, and that two more would leave on the return trip as soon as they finished coaling. The artillerists of four heavy batteries, stationed at Atlantic Coast points, where they have been manning coast defense guns, have been ordered to Tampa. These batteries are H, at Fort Trumbull, Connecticut; K, at Fort Constitution, New Hampshire; D, of the Fourth, at Fort McHenry, Maryland, and K of the Seventh, at Willets Point, New York. These batteries have no guns with them, and it is understood that the men are being sent to the front in order to man siege mortars at Santiago.

CHARLESTON, July 7.—The Sixteenth Pennsylvania, Sixth Illinois, and Second Wisconsin regiments arrived here to-day, making, with the Sixth Massachusetts and the Third Wisconsin, already here, 6,000 troops in the city. The men were unloaded from their trains at an early hour and marched to cotton warehouses, which had been placed at Gen. Wilson's command by the city. The quarters thus provided were ample to accommodate them.

To-morrow the transport Resolute will arrive here. She will be followed in a few hours by the steamers Duchess and Number Thirty, thus providing transportation for 5,000 men. It was announced that the steamer Rita, captured by the Yale, which is here waiting to be sold Monday, would be bought by the Government and used to carry supplies and stock.

A SORTIE BY SPANIARDS.

Madrid Newspaper Reports Another Spanish Victory.

MADRID, July 7.—La Correspondencia de Espana pretends to have news that the Spaniards have been victorious in a sortie from Santiago de Cuba, in which they broke the American lines and killed fifty-eight American officers, including five Generals.

Senor Romero Giron, the Minister of the Colonies, on leaving the Cabinet Council to-night, said the Government had received no news of any sortie.

CAPT. WAINWRIGHT HONORED.

He Comes from a Family with a Fighting Record.

Major Gen. Wheeler, in his official report to Washington on the battle of La Quasina, has commended for bravery Capt. Robert Page Wainwright, a brother of Marie Wainwright. The Wainwright family has a good fighting record. Capt. Wainwright's father was Commander Jonathan Mayhew Wainwright, a son of Bishop Wainwright of this city. He was killed in the battle of Galveston Bay on Jan. 1, 1863, being at that time in command of the Harriet Lane. A brother, who was named after his father, graduated from the Naval Academy in 1867, and was killed three years later while in command of a boat expedition against the piratical steamer Forward in the lagoon at San Blas.

Both the father and brother are buried in Trinity Cemetery, at One Hundred and Fifty-fifth Street.

MAY BE A CASE OF MURDER.

The Body of a Man Found in the Dumping Scow Eldorado—Suspicious Marks on the Head.

The police are now investigating a case which Capt. Wiegand of the East Thirty-fifth Street Station says looks much like a murder. The body of a man was found in a dumping scow off Sandy Hook yesterday morning, and brought to the city last night. The dirt scow Eldorado, in charge of Capt. Andrew Parlson, a private scow, made her regular trip down past Sandy Hook, and at 11 o'clock the dirt load was dumped. After the load was out, Capt. Parlson saw the man's body in the stern pocket, which is nineteen feet deep.

As soon as the Captain returned the scow to her dock at East Thirtieth Street he notified the police, and the body was taken to the Morgue. It is that of a man between forty and forty-five years old, slightly above medium height and weight. The hair is red. On the back of the head are marks which look as though the man had been hit with some heavy instrument, but it will take an autopsy to determine whether the injury was sustained before or after death. The body is considerably decomposed.

The scow is loaded about three times a week, hundreds of dirt carts taking their loads to the Thirtieth Street dock. As these carts sometimes come at night, the police say it would be quite easy for a body to be thrown in with a dirt load without being seen.

Capt. Wiegand determined that a complete and careful investigation must be made, and has not only put all his detectives to work, but has also notified the Central Office. It is hoped that if the body is identified the mystery of the man's death can be cleared up.

NEW CLUBHOUSE OPENED.

Meeting of the Democratic Club of the Borough of Queens.

The Democratic Club of the Borough of Queens formally opened its new clubhouse at 7 Davis Street, Long Island City, last night. After the reception attending the opening the Democratic County and Borough Committees met in the new house and named Wednesday, July 13, as the date for the Assembly district conventions to elect delegates in the First and Second Districts of Queens County to the County and State conventions.

The First District Convention will be held in the new clubhouse and the Second at Heller's Hall in Broadway, Flushing. Chairman John P. Madden was authorized to designate the time and place for the Third District Convention.

The Borough Committee adopted a resolution to the effect that hereafter all patronage in the Borough of Queens should be distributed upon the recommendation and approval of the Chairman of the committee. A committee was appointed to confer with Tammany Hall leaders on this matter.

FAIR VISITORS ENTERTAINED.

It Was Ladies' Day at the Atlantic Y. C. and Many Were Present.

More than 200 fair visitors journeyed to the Atlantic Yacht Club's new home at Sea Gate yesterday afternoon, and from 3 o'clock in the afternoon until long after the sun sank behind the Staten Island hills, the broad piazzas and airy rooms were an ever-changing kaleidoscope of gay colored costumes. During the afternoon white-trousered yachtsmen attended the women's wishes, and in the evening the model room and dining hall were cleared and an unusually excellent entertainment was given.

Col. Austen, Secretary of the club, and Louis Jackson, Acting Chairman of the House Committee, secured the entertainers, the majority of whom were members of the Brooklyn Yacht Club, from which organization the present Atlantic Club sprang. They came in a body under command of President Paul Jeannot and Secretary William Cagger.

Among those whose work received most liberal applause from the sweethearts and wives of the amateur sailor men were John Brennan and Graham Reed, two of Brooklyn's most artistic church tenors; Gregory Patti, humorist; W. C. Daly, monologist, and W. Kreiger. The last named performer was one of the cleverest sleight-of-hand performers who has been seen here, and the manner in which he mystified the spectators caused roars of laughter. Commodore Adams entertained a party of guests on board the Sachem, as did also the owners of several other of the larger yachts in the offing.

YACHTING NOTES.

The annual regatta of the Riverside Yacht Club will be sailed to-morrow over the club's course off Riverside, Conn. The races are open for all classes, sixty-five feet, racing length, and under, and more than fifty entries have been received.

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The postponed races of the American Model Yacht Club for second and third class sloops and a special class for schooners will be sailed next Saturday on Jamaica Bay.

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Major Ackerman's sloop Sea Bird, formerly the Gaviota, whose name was changed when war was declared against Spain, is being fitted out for the season. She will be ready to go into commission when the Major returns from his trip abroad. She was sent overboard yesterday, and will anchor off the Sea Gate Clubhouse.

CERVERA'S REPORT FILED

He Advises Blanco of the Complete Destruction of His Fleet at Santiago.

SAYS DEAD WILL REACH 600

His Dash Through the Channel Was by Order of Havana's General in Chief—Admiral Vilamil Among the Dead.

WASHINGTON, July 7.—The War Department has received Admiral Cervera's report to Gen. Blanco on the naval fight off Santiago, which resulted in the destruction of the Spanish fleet. It is as follows:

"To the General in Chief, Havana:

"In compliance with your orders, I went out yesterday from Santiago de Cuba with all the squadron, and after an unequal combat against forces more than triple mine, had all my squadron destroyed by fire. The Maria Teresa, Almirante Oquendo, and Vizcaya were beached, and the Colon fled. I accordingly informed the Americans and went ashore and gave myself up. The torpedo destroyers foundered. I do not know how many people were lost, but it will surely reach 600 dead and many wounded.

"Although not in such great numbers, the living are prisoners of the Americans. The conduct of the crew rose to a height that won the most enthusiastic plaudits of the enemy. The commander of the Vizcaya surrendered his vessel. His crew are very grateful for the noble generosity with which they are treated. Among the dead is Vilamil, and, I believe, Lazaga, and among the wounded are Concas and Eulate. We have lost all, and are necessarily depressed. CERVERA."

GEN. BLANCO'S PROCLAMATION.

Announces the Destruction of Cervera's Fleet, but Urges Further Resistance and Patience.

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HAVANA, July 7.—Admiral Cervera has telegraphed Capt. Gen. Blanco, saying that on July 3 at 9:45 A. M. the Spanish fleet left Santiago de Cuba, sailing toward the centre of the American fleet, and forcing it, after an unequal combat against a fleet three times its strength. The Spanish fleet was totally destroyed.

Among the killed is Admiral Villamil, who commanded the torpedo-boat destroyers, and the wounded include Capt. Lozaga, the commander of the Almirante Oquendo; Capt. Conoas, the commander of the Infanta Maria Teresa, and Capt. Eulate, the commander of the Vizcaya.

Capt. Gen. Blanco has addressed the following proclamation to the people:

"To the Inhabitants of the Island of Cuba:

"Fortune does not always accompany valor. The Spanish fleet, commanded by Admiral Cervera, has just accomplished the greatest act of heroism recorded in naval annals during the present century. Fighting against an American force three times its strength, it has yielded gloriously at a moment when it was considered safe from the peril threatening it within Santiago de Cuba's harbor.

"The blow is a heavy one, but Spaniards should not be dismayed before this misfortune, in spite of its gravity. On the contrary, we must show to the world that our courage will not yield before reverses and that we have the energy to calmly meet adversity and fight against it until we conquer it.

"We have forces enough to defend our just cause and bring us out triumphant in our right, if we are united in the sacred love for our motherland. We must consecrate our lives and our property to the common cause in the hour of adversity.

"The virtues of our country are being tested; let us surely prove the worth hoarded up among the Spanish people, and let us be in readiness before the peril which confronts us.

"Let us have confidence in God and in our right to uphold our country's honor and integrity. This is expected of you. Be ready for victory or to die at the front for Spain's honor and the integrity of our paternal soil."

It is reported here that Admiral Cervera is well treated by Admiral Sampson, being accorded all the consideration due to his high rank in the navy.

Owing to the loss of the Spanish fleet under Admiral Cervera the theatres here have suspended their performances. The disaster has caused a profound impression, but the Spaniards pronounce themselves ready to continue the fighting and to defend their country inch by inch against the foreign invader.

HOW SPAIN HEARD THE NEWS.

WASHINGTON, July 7.—Capt. Gen. Blanco had to appeal to the American Secretary of War for permission to communicate Admiral Cervera's report of the destruction of his squadron to the Government at Madrid.

While the English cable between Santiago and Kingston has not been cut, the operators in the Santiago office have abandoned their posts, thus cutting off all communication between Santiago and Havana, as well as between Santiago and Madrid, except through the French line, which is subject to American censorship at Playa del Este.

When Admiral Cervera wished to cable his official report of the disaster to his fleet to Capt. Gen. Blanco, he turned it over to Col. Allen, the Signal Officer in charge of the cable office at Playa del Este, who, acting under instructions from Washington, forwarded the report to Havana.

Then, when Blanco wanted to forward Cervera's story of the affair to the home Government at Madrid, he had only one line open to him, that from Havana to Key West. To use this, he would have to have the permission of the cable censor at the Key West office. It probably will never be known how much pride it must have cost him to get this permission. He instructed the cable operator in Havana to ask the American censor at Key West if the Admiral's message would be permitted to pass over the wire.

Capt. J. E. Sawyer, the censor, referred the inquiry to Gen. Greely, Chief Signal Officer, who consulted the Secretary of War. It was decided that it would be a good thing to let the Spanish Admiral's telegram reach Madrid, and the permission for it to pass was given.

So it came that the cablegram giving Admiral Cervera's official version of his own capture and the destruction of the ships under his command reached his Government after passing through two American censors and being submitted to the Secretary of War.

It appears from reports received here from the Playa del Este cable station that the Government is monopolizing the wire to that point to the exclusion of all except a few private messages that are squeezed in between official communications. The operating force there has been composed of only three men up to the present, and they have been unable to keep up with the mass of business offered for transmission. This accounts for the fact that while the Government has the right of way and keeps the wire busy practically

all the time, many of the dispatches received here from Gen. Shafter are a day late.

A company of signalmen left Tampa with the last lot of transports, and when they arrive the staff of the cable office may receive their assistance.

Major Greene, who has charge of the military line between the cable station and the headquarters of the army before Santiago, also reports his operators overworked trying to keep up with the flood of official telegrams.

It is a fact that one day recently 3,000 words of official matter were transmitted between Washington and Playa del Este, a fact which in the opinion of many shows the evil of too ready communication between the capital and the army in the field. As the cable rate to Playa del Este is something like a dollar a word, the cost of all this interchange of messages is enormous. Yet when, a few days ago, Gen. Shafter neglected to cable for several hours, the Secretary of War telegraphed to know why he did not communicate more frequently.

LOSS OF THE ALFONSO XII.

Reports in Madrid Say She Was Chased by Three American Warships.

MADRID, July 7.—The Spanish version of the sinking of the warship Alfonso XII. is that she was chased by three American warships while attempting to enter the port of Mariel, and that her commander purposely ran her ashore in order to avoid capture.

The official report adds that the Americans fired 600 shells at the Alfonso XII., and that the ship is a complete loss.

It is further said that the crew of the cruiser and "part of her cargo" were saved.

HAVANA, July 7.—The Spanish transatlantic ship Alfonso XII., being pursued by an American cruiser, ran ashore near Mariel. The Americans fired 700 projectiles at her, and succeeded in burning the ship. The crew and baggage were saved, but the ship is a total loss. The Spanish artillery and infantry forces prevented the Americans from obtaining possession of the Alfonso XII.

WASHINGTON, July 7.—Communication between Washington and the fleet off Havana being more difficult than with the fleet off Santiago, possibly accounts for the failure up to this time to receive official confirmation of the newspaper report of the sinking off Mariel yesterday of the Spanish cruiser Alfonso XII.

While not a great or powerful ship, the Alfonso XII. was a seviceable cruiser. She occupied the berth of the Maine, and when the latter entered Havana Harbor it was to the Alfonso's buoy that the Maine was moored while the cruiser moved her berth to the next station above. While it has never been established who planted the mine which destroyed the Maine, the officers of the Alfonso XII. never have been cleared of suspicion, for it is said that the only practicable means of planting the mine in the position where it must have lain, would have been through some agencies on the Alfonso XII.

PRISONERS ON THE RESOLUTE.

Eighteen Officers and the Crew of the Cristobal Colon Arrive at Guantanamo.

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GUANTANAMO, July 4.—The steamer Resolute arrived to-day with 508 prisoners, including eighteen officers and the crew of the Spanish cruiser Cristobal Colon. The disposition of the prisoners is not yet decided on. The number of killed and wounded on the Cristobal Colon is very small.

Officers of the American vessels which were in pursuit of her say that as it was a question of only a short time when the Cristobal Colon would have been compelled to surrender or to run ashore, they ceased firing on her, and only three of her crew, all sailors, were killed, while thirteen were wounded.

Before running their ship ashore and hoisting the white flag the Spaniards opened the Kingston valves on board the vessel and threw overboard the breech blocks of every gun, including those of their Mauser rifles.

The captured Spaniards were remarkably cheerful. The officers claim they had nothing to eat for twenty-four hours before the destruction of the fleet, and they had great difficulty in getting the men to their posts, and therefore, large amounts of liquor were given out. Many of the captured sailors still showed the effects of drink when put on board the Resolute.

The Spanish officers say the order to sail was given by the Minister of Marine, at Madrid, and they decided to make an attempt to escape on Saturday night, but it was postponed until Sunday morning, for the reason that they believed "quarters inspection" would be held at that time, and the Americans would not be at their guns.

None of the Spaniards expected to be alive at noon on Sunday, believing the destruction of the fleet to be inevitable. Most of their valuables were put on the Cristobal Colon, the fastest boat of the Spanish fleet, and everything was done to give her the best opportunity to escape.

The Spanish officers profess great admiration for the American ships, especially the Brooklyn, New York, and Oregon, and paid their compliments.

The Spanish prisoners say that if the Americans had pressed the land forces much longer the Spaniards would have been compelled to surrender, as the troops were completely worn out.

CERVERA ON THE IOWA.

He Is Treated by Americans with Every Consideration.

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HEADQUARTERS OF GEN. SHAFTER, Tuesday, July 5.—Admiral Cervera, who was transferred from the Gloucester to the battleship Iowa, is being treated with every consideration. In brief interviews to-day he stated that he was ordered to leave the harbor, but refused to say from whom the orders came.

To-day's estimate of the Spanish loss in the naval battle is placed at 1,200 killed and 1,500 captured, against which stands an American loss of one killed and two wounded.

THE BROOKLYN UNDER FIRE.

Was Hit Forty-five Times During the Santiago Battle.

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GUANTANAMO, July 4.—When the Spanish fleet left Santiago de Cuba it was with the intention to make for Cienfuegos, the nearest port, to obtain coal and provisions. All the ships were short of coal, the Cristobal Colon having only two days' supply, which she had taken on board at Santiago.

The Spaniards concentrated their fire on the Brooklyn, hoping to disable that vessel, as they considered her the fastest of the American warships, and thus afford an opportunity for at least one or two of the Spanish boats to escape. The Brooklyn was hit forty-five times.

The Spaniards estimate the force behind the fortifications of Santiago de Cuba at about 11,000, including the 4,000 reinforcements brought by Gen. Pando, which are known to be in Santiago. The force, besides Gen. Pando's men, consisting of 4,000 regulars and 2,000 volunteers, are not to be depended on, and 1,100 marines and sailors were withdrawn from the city when the Spanish fleet made its ill-fated sortie.

The body of G. H. Ellis, Chief Yeoman of the United States cruiser Brooklyn, who was killed in the engagement with the Spanish fleet yesterday, was brought here to-day by the Brooklyn and was buried at dusk on the side of the hill on which the marines are intrenched and near where the bodies of the three marines killed at the battle of Cusco Mountain are lying. Ellis lived at Peoria, Ill.

TO SAVE SPANISH WRECKAGE.

The Work Planned by the Merritt & Chapman Company.

It was said at the New York office of the Merritt & Chapman Derrick and Wrecking Company yesterday that the wrecking expedition for the salvage of wreckage and the saving of any of Cervera's vessels which can be saved, would start during the day from Norfolk, Va. The wrecking steamer I. J. Merritt, in charge of Capt. F. R. Sharp, was to start first with forty men and a complete outfit.

The work will be in many respects similar to that which the same company performed upon the Maine. It is thought that most of the guns, carriages, and a great deal of machinery and equipment of value can be recovered.

The task will be of a gruesome kind, as according to reports, the wrecks are filled with the bodies of dead Spaniards. What disposition is to be made of the bodies could not be ascertained, but the inference was that they would be handled as would the bodies of American sailors and properly buried.

If the hulls of any of the Spanish vessels are in condition to warrant their being saved, all holes will be covered, weights removed, and the water pumped out. Whether any of the vessels is worth saving, it was said, would not be known until the wreckers had made a careful examination.

The Merritt, on arrival at Santiago, will report to Admiral Sampson.

NO CREDIT GIVEN SCHLEY.

But It Is Not Thought that Sampson Sought to Deprive Him of His Honors.

WASHINGTON, July 7.—The Navy Department has become very sensitive to inquiries about the omission of Commodore Schley's name from the report of the annihilation of Cervera's fleet on Sunday last. The most careful question put to naval officers to-day provoked animated discussion of the comments of the press, and earnest protests were made against Admiral Sampson's critics who have intimated that he appropriated to himself a victory that in part appears to have been won by Commodore Schley.

Secretary Long is represented as regretting the comments indulged in, but it is also understood that he regrets the occasion for them. Many naval officers who are very great admirers of Admiral Sampson admit that it would have been very fortunate if he had modestly waived the credit for destroying the Spanish fleet, and relied upon an equally generous public to give him praise as the commanding officer.

There does not appear to be any ground for believing the report heard, but not verified, that the dispatch of Admiral Sampson was so censored after it reached the Navy Department that the commendation of Commodore Schley was omitted. The regulars were edited out of a War Department dispatch a few days ago by some one who did not know the significance of Gen. Shafter's dispatch, or else desired to have his praise for the regulars applied also to the volunteers. So, in transcribing the Sampson dispatch it may have happened that a reference to Schley as the commanding officer of the ships that destroyed Cervera's fleet may have been misunderstood, and was dropped out. But this excuse would not free the man who made it from blame.

In the course of time, it is the opinion of Secretary Long, the report of Commodore Schley, as the head of his division, must reach the Navy Department, and so will that of Admiral Sampson. These must tell exactly the state of affairs. With the ships' reports it will be possible to determine whether it was Schley or Sampson who commanded the vessels that destroyed the Spaniards. It is not considered at all probable that Admiral Sampson desired to crowd Schley out. Sampson is a gentleman, and he is a highly honorable one. It is considered incredible that he should carry objection to Schley so far as to desire to rob him of the credit for a handsome action.

There has been interest manifested at the Navy Department in the story that Cervera told in Santiago on Friday or Thursday last, at a dinner, that he intended to leave on Saturday night or Sunday morning, that the French Consul told some officers of the United States, who sent it to Shafter, to be by him sent to Admiral Sampson. That would have prepared him for something on Monday.

Several naval officers discredit the report that Sampson distrusts Schley, because before Sampson arrived at Santiago Schley had formulated a plan to enter the harbor and give battle to Cervera's fleet. It is not supported by evidence, but by the coincidence that Sampson hurried to Santiago as soon as he learned that Schley was there, and that he has been opposed to using the vessels of the fleet to do what Schley was desirous of doing when he became second in command.

BOUNTY FOR SAMPSON'S FLEET.

About $250,000 Won by Our Officers and Men in the Actions Off Santiago.

WASHINGTON, July 7.—About $250,000 at least in bounty money has been won by the officers and men in the United States Navy off Santiago. According to the law, each of the vessels and officers participating in the destruction of the fleet of Admiral Cervera has become entitled to an award.

The law says that for each man of the ascertained complement of the destroyed ships $100 shall be allowed to be paid to the officers and men who destroyed them, to be distributed according to prize rules. Thus far seven vessels of Spain have been destroyed at Santiago. According to naval lists, the Cristobal Colon, Almirante Oquendo, Viscaya, and Maria Teresa, and the torpedo catchers Furor and Pluton, carried about 2,000 men. The Reina Mercedes carried perhaps 500 more. Assuming that these estimates of the forces on the ships are correct, the United States Government will be prepared in due time to pay to certain officers and men $250,000.

The Navy Department cannot yet make out a complete list of the vessels that helped to destroy the Spanish fleet of Cervera. It is understood, however, that the Brooklyn, Texas, Oregon, Iowa, Gloucester, and Vixen participated in the main action, and that the Texas and Massachusetts destroyed the Reina Mercedes at the mouth of Santiago Harbor. The New York, which came up, according to most reports, just as the fleet of Commodore Schley had finished up the Cervera fleet, will come in for a share of the bounty because Admiral Sampson commands the station.

The Admiral's share will be about $12,000. Commodore Schley's part will be a fiftieth of the amount awarded to his vessels.

The law makes the allowance per man of the enemy's ships $200 in case the vessels be of equal force to those that destroy them. Should it be held that the Spanish fleet was equal to the American fleet in power, then the award will go up to $500,000, and the portion of the commander and his subordinates will be doubled over the calculation first made. Admiral Sampson would come in for about $25,000, and other officers according to the size of their ships and their pay roll.

DESTRUCTION OF THE MERCEDES.

Admiral Sampson Reports the Facts to the Navy Department.

WASHINGTON, July 7.—Admiral Sampson has telegraphed the Navy Department as follows from his flagship New York off Santiago, dated yesterday:

"About midnight last night the Reina Mercedes was seen by the Massachusetts, which had a searchlight on the channel, coming out of the harbor of Santiago. The Massachusetts and Texas opened fire and the Spanish vessel was sunk opposite Estrella Cove. I am inclined to think it was the intention to sink her in the channel and thus block the harbor entrance. If so, this plan was defeated by the fire of the ships, as she lies on the edge of the shore."

Admiral Villamil Dead.

MADRID, July 7.—The Government has received a telegram from Admiral Cervera announcing the death of Admiral Villamil, who was in command of the Spanish torpedo boat squadron at Santiago de Cuba, and the suicide of Capt. Lezaga, the Commander of the Infanta Maria Teresa.

Cervera's Sailors in Santiago.

MADRID, July 7.—A dispatch from Santiago de Cuba says 140 of the sailors who belonged to Admiral Cervera's squadron have reached Santiago de Cuba.

LONDON REPORT FROM MADRID.

LONDON, July 8.—The Madrid correspondent of The Times says:

"The Spanish people received the terrible blow of the loss of the fleet with wonderful self-possession and calm dignity. All the popular festivals, even the bull fights, have been indefinitely postponed, but there is no sign of panic or even of flurry.

"The people find consolation in a conviction of military strength, and are pleased at the semi-official reports that Gen. Blanco has been ordered to send 18,000 reinforcements to Santiago.

"The Government seems undecided as to what course to pursue. Señor Sagasta's statement that the Government desires to know the opinion of the army in Cuba on the loss of the fleet represents an important feature of the situation.

"It is the general belief in military circles that anything like capitulation would create a dangerous exasperation in the army in Cuba.

"Señor Sagasta probably favors peace, but the Government wants time for reflection."

ARMS LANDED FOR GOMEZ.

Two Expeditions Succeed in Carrying Supplies to the Cubans in the Central and Western Provinces.

WASHINGTON, July 7.—The War Department admitted for the first time today that two expeditions—one on the Florida and another on the Fanita—had successfully proceeded from Florida ports to points in Central and Western Cuba, where large quantities of arms and supplies were landed for Gen. Gomez's command.

This is the first time that arms have got to Gomez and his men in the western sections, as the first expedition equipped Garcia and his men around Santiago. The Florida and Fanita left some time ago, but their movements were guarded with the greatest care, in order that a premature publication might not jeopardize the safety of those on board as well as the delivery of the guns. The time of danger is now passed, however, and the full stock of guns, ammunition, and supplies is in the hands of Gen. Gomez's troops.

CAPTURE OF THE GALLITO.

Auxiliary Gunboat Eagle Captures a Spanish Schooner Heavily Laden.

KEY WEST, July 7.—The small Spanish schooner Gallito, loaded with lumber, hardwood, chickens, pigs, and provisions of various kinds, has been captured by the auxiliary gunboat Eagle, and was brought in here to-day. The capture was effected on Tuesday last, east of Cape Pope, Isle of Pines.

The Eagle was on the blockading route in the vicinity of the Isle of Pines, on the south Cuban coast, and was keeping a vigilant lookout for blockade runners. On Tuesday, while moving westward from Rosario Key to Cape Francis, she sighted the Gallito about five miles out. She immediately gave chase, and the schooner ran in until about a quarter of a mile from the shore, when she dropped her anchor, and those aboard slipped over her side and swam ashore.

Ensign J. H. Roys and a crew of eight men from the Eagle were sent in a small boat to board the schooner. They found her deserted, and while examining her were fired upon by her crew from the beach. Several rifle shots went through the schooner's sails, but no one was injured. The Eagle drew closer in and sent half a dozen shots from her six-pounders toward the place, whereupon the Spaniards disappeared. A prize crew was put aboard the Gallito and she was brought here.

GEN. MILES TO THE ARMY.

He Issues an Order Requiring Abstinence from Intoxicating Beverages.

WASHINGTON, July 7.—Major Gen. Miles has issued the following general order to the army:

The army is engaged in active service under climatic conditions which it has not before experienced.

In order that it may perform its most difficult and laborious duties with the least practicable loss from sickness, the utmost care consistent with prompt and efficient service must be exercised by all, especially by officers.

The history of other armies has demonstrated that in a hot climate abstinence from the use of intoxicating drink is essential to continued health and efficiency.

Commanding officers of all grades and officers of the medical staff will carefully note the effect of the use of such light beverages—wines and beer—as are permitted to be sold at the posts and camp exchanges, and the commanders of all independent commands are enjoined to restrict, or to entirely prohibit, the sale of such beverages, if the welfare of the troops or the interests of the service require such action.

In this most important hour of the Nation's history it is due the Government from all those in its service that they should not only render the most earnest efforts for its honor and welfare, but their full physical and intellectual force should be given to their public duties, uncontaminated by any indulgencies that shall dim, stultify, weaken, or impair their faculties and strength in any particular.

Officers of every grade, by example as well as by authority, will contribute to the enforcement of the order.

With a view to avoid extreme suffering among wounded horses or mules on the field of battle, it is hereby ordered that a veterinary surgeon, or some other person detailed by the commanding officer, will accompany troops in an engagement, whose duty it will be to put an end to the agonies of all horses or mules that in his judgment are suffering to a degree requiring such action on his part.

THE TRANSPORT MOBILE.

The Newly Acquired Ship to be Ready for Service Tuesday.

The steamer Mobile was formally turned over to the United States Government yesterday afternoon, and the Stars and Stripes was hoisted on the staff of the ship. The Mobile was then anchored off Liberty Island, but later in the day went to her old pier and the work of fitting her out as a transport was begun. Accommodations are to be made on the steamer for 1,000 cavalrymen, with their horses. Major Summerhayes said he thought that the vessel would be ready for service by next Tuesday. Several members of the crew refused to serve on the troopship, and were promptly discharged. Major Summerhayes will fill their places with American citizens, and declares he will have no trouble in doing this.

The United States transport Obdam is at the Mallory Line dock, Pier 20, East River. Coal was being put into her bunkers yesterday, and the ship's carpenters were making some slight alterations necessary for the accommodation of the troops that are expected to embark on Saturday.

The supply ship Port Victor is expected at the Mallory Line dock to-day.

Want the Harbor Open at Night.

Supervisor of the Harbor Patch has received an appeal from shipping agents in this city asking that the harbor regulations as now applied be so modified as to allow the passage of vessels in and out after dark. The request has come from those interested in the running of excursion boats. The request was forwarded to Commander Field, who is in charge of this district of the coast defense, and to Major Adams, who has charge of the mines. Commander Field said he could not say what action would be taken in the matter. It is thought that the Coney Island boats will be allowed to use one of the channels at night.

A PHILIPPINE REPUBLIC NOW

Aguinaldo Proclaims Its Birth on July 3 and Says He Can Take Manila Any Day.

GERMANS LANDING SUPPLIES

Floods Cover the Country for a Radius of Eighteen Miles About Manila—Gen. Monet Sent Back to the Troops He Deserted.

LONDON, July 8.—The Hongkong correspondent of The Times says:

"Gen. Aguinaldo, on July 3, proclaimed the birth of the Philippine Republic. He claims to be ready to take Manila any day. The steamer Eddie reports that the Germans are landing supplies north of Manila at nightfall, and that the rebels are still harassing the Spaniards."

The Hongkong correspondent of The Daily Mail says:

"The whole country, within a radius of eighteen miles of Manila, is flooded. Gen. Monet's arrival astonished everybody. He reported that his soldiers, whom he had deserted, were starving and surrounded by thousands of rebels. He was ordered back to Pampanga."

OUR VESSELS AT HONOLULU.

Gen. Greene's Expedition Arrived on June 23, and the Monterey and Brutus the Next Day.

HONOLULU, June 29, (via San Francisco, July 7.)—The steamship China of the Manila transport fleet reached this port from San Francisco on the morning of June 23, one day ahead of the other vessels of the fleet. The China steamed ahead of the Zealandia, Colon, and Senator in order to load coal and clear the wharf before the arrival of the other vessels.

The big steamship received a warm welcome. There was a large crowd of people on the wharf. The troops swarmed the decks and rigging of the China.

Brig. Gen. Greene immediately sent his Adjutant to the wharf with his compliments to United States Consul General Haywood and President Dole, who were on the wharf, and invited them on board.

At 9 o'clock the soldiers were allowed to go ashore, and were marched to Waikiki, where every man took a sea bath. The men were then marched to town, and at 2 o'clock they were provided with a feast on the Executive Grounds. This function was carried out precisely on the lines of the first expedition. Ladies waited on the tables. Officers were entertained at the military headquarters. There was an abundance of food and refreshments for everybody.

At 6:30 o'clock of the same day the Zealandia, Colon, and Senator were sighted. It was quite late when the vessels reached the harbor. Crowds on the wharves cheered the vessels as they entered port, and the men on the transports responded vigorously.

By midnight all anchored for the night. The men were landed the next day, and were entertained by the citizens of Honolulu. The expedition sailed for Manila on June 24.

Sergt. George Geddes, Company C, First Nebraska Infantry, died at sea aboard the transport Senator June 21 of cerebro-spinal meningitis.

O. H. Fisk, a member of Company D, Nebraska Volunteers, died here on June 25. A combination attack of typhoid fever and measles was the cause of death. The funeral took place from the Central Union Church, and was attended by the best people in this city.

The Monterey and the collier Brutus arrived from San Diego on June 24. They left the latter port on June 11. The Monterey experienced a heavy northwest swell nearly all the way. She ran under her own steam until the 19th, when the Brutus took her in tow. The towline parted that night, but was picked up again the following morning. The Brutus continued to tow her. The Monterey reached port with about 200 tons of coal in her bunkers. Her officers are high in their praises of her sea behavior, and declare that, contrary to the expectations, the quarters of both officers and men were kept thoroughly dry.

The Monterey recoaled here and was ready for sea yesterday. Her departure was delayed by the Brutus, whose engines required an overhauling. Both vessels left for Manila to-day.

Previous to his departure the Captain of the Brutus purchased several surfboats and engaged a number of Hawaiians to man them. The boats will be used at sea when necessary to transfer coal to the Monterey.

DEWEY SENDS A MESSAGE.

Our Troops at Cavite and Aguinaldo Proclaimed President.

WASHINGTON, July 7.—The Navy Department has received the following cablegram from Admiral Dewey:

Cavite, July 4, via Hongkong, July 7.

United States troops have landed and have been comfortably housed at Cavite, Luzon Island. Insurgents still active. Aguinaldo proclaimed himself President of the Revolutionary Republic on July 1.

DEWEY.

REBELS WILL STORM MANILA.

Bringing Up Sixty Guns for a Rush on the Intrenchments—Escape of Augustin's Family.

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MANILA, June 30, via Hongkong, July 7.—There is no material change in the aspect of affairs here. The Spaniards are strongly posted about the outskirts of the town, and also along the whole length of the conduit of the water works, eight miles inland. It is believed the Spaniards only hold the water works on sufferance, because the insurgents' pickets swarm everywhere, and could easily raid and wreck the conduit. But the insurgents are extremely anxious to conciliate the neutrals, and therefore refrain from causing horrible privation.

The insurgents have never employed cannon before Manila, but they are now bringing up sixty guns, with the intention of making a simultaneous rush upon the Spanish intrenchments at Santa Mesa, Santa Ana, and Malate, thus rendering the other positions of the Spaniards untenable, and by a single coup drive the Spaniards inside the citadel with a minimum of damage to non-combatants and property. It is expected that it will take a week to bring the guns along, as they have to make a detour through a difficult part of the country, and it is not desirable to hurry.

The American troops are expected here momentarily, and then, probably, there will be a quick finish of the war.

The insurgents in the large camps at Malabon, Caloocan, Francisco, Marquina, San Pedro, and Paranaque are in excellent spirits and perfectly orderly. They are delighted with a successful ruse which they recently adopted to draw the Spanish fire. This method is by firing crackers, in the darkness, in the woods near the Spanish positions. The explosion of the crackers resembles the rattle of musketry, and causes the Spanish to open fire and waste their ammunition.

The insurgents allege that they had only one rifle at the capture of Caloocan, and they say they similarly surrounded Guiliguiguin at night and fired crackers and a few rifles, while their main force crept close to the enemy with machetes. The Spaniards, the insurgents add, squandered their ammunition and then bolted.

Gen. Monet, the Spanish commander at Macabebo, has escaped from there in a canoe, bringing with him the family of Captain General Augustin from Macabobo, where the Captain General sent them when the American fleet arrived here, believing that the natives of that part of the country were loyal.

Gen. Monet had a terrible voyage. He ran the gantlet of the insurgent troops along the river banks, and when challenged replied by pretending to be in an insurgent boat conveying prisoners to Cavite. He was frequently ordered to stop, refused to do so, was fired upon by sentries, was chased, and reached the open bay in a squall. He and his party were starving and had nearly perished.

The Spanish General alleged that he left his troops in a strong position, but that he wants reinforcements.

A river steamer from Bulacan to-day ran the blockade, bringing 200 refugees, women and children.

The Spaniards are employing gangs of natives armed with axes and machetes to destroy the woods in the outskirts of Manila, under Spanish overseers with horsewhips.

The authorities have declined to accept the suggestion to declare Binondo in a neutral zone, and the inhabitants of that place must defend their lives or sacrifice everything. It is hinted privately that it might be required to destroy the town for the sake of the citadel. The troops are properly provisioned now, and the distances between the various bodies are shorter.

The anniversary of Queen Victoria's coronation day, June 28, was celebrated by the British warships, which held a regatta in Manila Harbor.

MANY REFUGEES FROM MANILA.

HONGKONG, July 7.—The steamer Yuen-Sang arrived here from Manila to-day bringing 30 priests and 500 Chinese.

Gen. Monet says the escape of Captain General Augustin's family from the hands of the insurgents was due to the loyalty of a Philippine Colonel named Blanco.

The General adds that his native troops are loyal, and that there are 5,000 mixed troops at Macabele, with plenty of ammunition and provisions, where he intends to wait for the insurgents to come out into the open and then surprise them.

DEWEY WRITES TO HIS SISTER.

He Says He Seems Able to Stand Any Amount of Work and Responsibility—Needs Troops.

MONTPELIER, Vt., July 7.—A letter was received in this city this morning by Mrs. Mary P. Greeley, sister of Rear Admiral Dewey, from the Admiral at Manila, dated May 24. Outside of the letter written to his son in New York, it is the only private message sent by him since he sailed from Hongkong, and written since he destroyed the Spanish fleet.

The Admiral says: "The action of our State (Vermont) Legislature and Congress, I need not say, gives me great pleasure. I am very busy nowadays, but my health remains excellent, and I seem to be able to stand any amount of work and responsibility.

"My Captain (Gridley) has gone home by this steamer, broken down in health. The second in command was sent home sick just before we left Hongkong. I am informed from Washington that Gen. Merritt will come out here soon with 15,000 men. I can take Manila with my present squadron, but cannot hold the city without troops."

THE FIRST OFF FOR MANILA.

Men Quartered at Forts Hamilton, Wadsworth, and Columbus Start Across the Continent.

The First Regiment of New York Volunteers, which has been quartered in the forts on the harbor, left for San Francisco, on the way to Manila, yesterday afternoon. The men were cheered heartily by the crowds that had assembled to see them depart. Five of the companies were quartered at Fort Hamilton, five at Fort Wadsworth, and two at Fort Columbus, Governors Island. Major Emmett had command of the Fort Wadsworth division, Lieut. Col. Stacpole was at Fort Hamilton, and Col. Barber was with those who were on Governors Island.

The companies at Forts Wadsworth and Hamilton were up bright and early yesterday morning, and after breakfast began preparations for leaving. Tents were struck, baggage was piled up, and everything was in readiness to be put on the Erie Railroad transports, which were to convey the soldiers and their baggage to the station at Jersey City. They were all ready to leave at 9 o'clock, and then the men had a few minutes to talk with their friends.

The transports arrived at 10 o'clock, and then the order was given to fall in. At each fort every one had turned out to see the men off, and the band turned out to serenade them. The men marched aboard the transports to the tune of "The Girl I Left Behind Me," and then the bands played "The Star-Spangled Banner." After stacking their arms the soldiers shouted their last good-byes to those who were on shore. The transports cast off, and with cheers and counter-cheers started up the bay for the railroad station. The two companies from Governors Island left at 11 o'clock, and all arrived at Jersey City shortly after noon.

The big station was crowded, and when the soldiers stepped off the transports the cheering began, and it lasted almost incessantly until the last train had pulled out on its way across the continent. Among those who had gathered to see the soldiers off were the wives, children, and sweethearts of many of them.

Four trains of ten cars each, two of which were tourist sleepers, together with a Pullman for the officers and baggage cars, took the First away. These trains were waiting when the soldiers arrived, and as soon as possible the baggage was stowed away. It was intended that the first train should leave shortly after 2 o'clock, but it took a long time to put all the baggage on board, and it was 4 o'clock before all was ready. The men were then in the cars, and the first train started. Cheer after cheer rang out as it pulled out of the station. The second train followed five minutes later, and then the third and fourth trains followed. As each one started, the crowd gave a cheer, and the soldiers answered.

Col. Barber said he would not stop anywhere for ovations. The regiment, he said, was out for business, not for pleasure. This order will probably disappoint many. The trains will pass through towns from which many of the soldiers come, and the citizens had intended to give the men a good reception. They will only be able to gather at the stations and cheer as the train goes through.

COAL FOR ADMIRAL DEWEY.

A Local Dealer Has Closed Contracts for 40,000 Tons.

C. J. Wittenberg, a coal dealer at 11 Broadway, has closed contracts with the Navy Department calling for nearly 40,000 tons of soft coal for Admiral Dewey's fleet at Manila. The first shipment left some time ago by fast steamer, and is expected to reach the American fleet within a few days. The departure of the first consignment was kept secret at the special request of the officials at Washington, who feared that the coal might fall into the hands of the enemy.

This is the first big shipment of American coal sent to the Far East, the Orient having hitherto received its supply from Great Britain or Japan.

FIVE TRANSPORTS FOR MANILA.

War Department Able to Send 4,000 Men on the Next Expedition.

WASHINGTON, July 7.—The War Department to-day announced the charter of five vessels on the Pacific Coast for the next Philippine expedition. They are the Pennsylvania, the Pueblo, the Titania, the Peru, and the City of Rio de Janeiro.

About 4,000 men and their equipments can be carried by these vessels. This will be the last expedition to depart until the return from Manila of some of the transports already there and on their way.

No Attack on Manila Up to July 3.

HONGKONG, July 7.—The British collier Eddie, which left Manila on July 3, arrived here to-day. She reports that no attack had been made upon the town up to the time of her leaving there. Four German, three British, two French and one Japanese warship were then at Manila.

The Osceola Captures a Prize.

WASHINGTON, July 7.—The War Department has received a telegram from Gen. Shafter's headquarters to the effect that the auxiliary cruiser Osceola had captured a Spanish lighter loaded with provisions and valued at $50,000.

Spanish Fours Well Sustained.

LONDON, July 7.—Spanish fours were quoted at 33.

PARIS, July 7.—Spanish fours opened at 33.05. Yesterday's closing price was 32.90. They closed at 32.97½.

BARCELONA, July 7.—Spanish fours, 55.

Archduchess Elizabeth Leaves Madrid.

MADRID, July 7.—The Archduchess Elizabeth started for France this evening.

ANOTHER DAILY NEWSPAPER.

The First One Published in America in the Arabic Tongue Comes Out To-day.

New York City has another daily newspaper this morning, the first one printed in the Arabic tongue in this country. This is The Kawkab America, or Star of America, which has been published for the last eight years, but never, before its issue of to-day, as a daily.

The Kawkab America was founded by Najeeb J. Arbeely, who was for a number of years its editor and is still interested in its publication. Mr. Arbeely came to this country from the Sultan of Turkey's domains when a four-year-old boy, and is a thorough American. He was United States Consul at Jerusalem in 1885 and is now an Inspector in the Immigration Service at Ellis Island and a member of the Board of Special Inquiry. He is a graduate of Maryville College, Tenn., and took the law course there. One of the first aims of the paper he founded has always been to make good American citizens of the people of Syrian birth in this country, who number about 250,000. Some 65,000 of them are already voters.

The Kawkab America has always been independent in politics and religion. The people among whom it circulates are almost entirely Christian. It has represented the Young Turkish Party in this country and has steadily attacked the Turkish Government for the Armenian outrages. At the time when they were greatest the paper published a series of open letters to the Sultan, a thing quite unprecedented, advising him of the risk to which he exposed his person and empire by countenancing such crimes. As the Kawkab America is circulated among all the Oriental nations in the world, and largely in Turkey, this series did not fail to reach the Sultan's eyes. He tried to buy off the editors through agents here, and, failing in this, has continuously attempted to intimidate the employes of the paper. They have lived in fear of assassination, not daring to go out at night. But the paper has fought its way to success, developing by steady growth from a weekly to a bi-weekly, then to a tri-weekly, and now to a daily.

It has a circulation of about 10,000 in this country and 5,000 in South and Central America and the West Indies, and publishes news by translation from papers printed in all parts of the globe, as well as occasional dispatches from its correspondents. The news in this city is covered with special reference to Syrian residents. Najeeb Diab is the managing editor, and the paper is now established at Broad and Water Streets.

THE CONGREGATIONAL COUNCIL.

PORTLAND, Oregon, July 7.—The tenth triennial National Council of Congregational Churches of the United States met to-day. One hundred and fifty delegates were present. In the absence of the retiring Moderator, Nelson Dingley of Maine, Arthur H. Wellman of Massachusetts, Assistant Chairman of the Provisional Committee, called the body to order. The election of Moderator was taken up, and Dr. F. A. Noble of Chicago was chosen on the first ballot. The vote was as follows: Dr. F. A. Noble, 92; Dr. A. H. Bradford, Montclair, N. J., 35.

C. F. Coffin of Connecticut and the Rev. George C. Adams of San Francisco were elected Assistant Moderators.

At the afternoon sessions the Moderator appointed committees on business, credentials, and finance. The Rev. A. W. Ackerman of the First Church of Portland welcomed the delegates to the city. The remainder of the afternoon session was occupied with reading and discussing the reports of standing committees.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

A. M.	P. M.	P. M.
Sun rises..4:36	Sun sets...7:32	Moon rises..10:26

High Water This Day.

A. M.	A. M.	A. M.
S. Hook...11:12	Gov. Isl'd..11:39	H. Gate........
P. M.	**P. M.**	**P. M.**
S. Hook...11:27	Gov. Isl'd. 11:49	H. Gate....1:28

Outgoing Steamships.

TO-DAY, (FRIDAY,) JULY 8.	Mails Close.	Vessels Sail.
A. Dumois, Cape Haiti, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Advance, Colon	12:00 M. *1:00 P. M.	2:00 P. M.
Ardanrose, Jamaica	12:00 M.	2:00 P. M.
City of San Antonio, Brunswick	....	3:00 P. M.
Delaware, Charleston	....	3:00 P. M.
Scottish Prince, Rio Janeiro, &c.	12:00 M.	2:00 P. M.
SATURDAY, JULY 9.		
Adirondack, Fortune Island, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Berlin, Queenstown and Southampton	10:00 A. M.	12:00 M.
Etruria, Queenstown and Liverpool	6:30 A. M.	10:00 A. M.
Kaiser Wilhelm II., Naples, &c.	8:00 A. M.	10:00 A. M.
La Touraine, Havre	6:30 A. M.	10:00 A. M.
Laughton, La Guayra, &c.	11:00 A. M. *11:30 A. M.	1:00 P. M.
Norge, Norway	11:00 A. M.	1:00 P. M.
Spaarndam, Rotterdam	8:00 A. M.	10:00 A. M.
Uller, Demerara	10:00 A. M.	12:00 M.
TUESDAY, JULY 12.		
Lahn, Bremen	7:00 A. M.	10:00 A. M.
Pretoria, St. Thomas	1:00 P. M.	3:00 P. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to July §8 at 7 A. M., 11 A. M., and 6:30 P. M., (or on arrival at New York of steamship Campania with British mails for Australia.) Mails for China, Japan, and Hawaii, per steamship City of Rio de Janeiro, (from San Francisco,) close here daily up to July 10 at 6:30 P. M. Mails for China and Japan, per steamship Arizona, (from Tacoma,) close here daily up to July §11 at 6:30 P. M. Mails for Australia, (except West Australia,) New Zealand, Hawaii and Fiji Islands, per steamship Warimoo, (from Vancouver,) close here daily after July 8 and up to July §21 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (FRIDAY,) JULY 8.

Campania, Liverpool, July 2.
Liverno, Hamburg, June 24.
Llandaff City, Swansea, June 23.

SATURDAY, JULY 9.

El Paso, New Orleans, July 4.
Hindoo, Hull, June 25.
Michigan, London, June 27.
Munificent, Gibraltar, June 25.

SUNDAY, JULY 10.

City of Augusta, Savannah, July 7.
La Bretagne, Havre, July 2.

MONDAY, JULY 11.

Finance, Colon, July 4.
Tauric, Liverpool, July 1.

TUESDAY, JULY 12.

Algonquin, Charleston, July 9.
Pawnee, Liverpool, June 28.
Noordland, Antwerp, July 2.

WEDNESDAY, JULY 13.

Boston City, Swansea, June 29.
Croft, Dundee, July 29.
El Mar, New Orleans, July 8.
Furnessia, Glasgow, July 2.
Hesperia, Gibraltar, June 29.
Idaho, Hull, June 29.
Sorrento, Hamburg, June 29.

Arrived—Thursday, July 7.

SS Chalmette, Blasland, New Orleans July 2, with mdse. to J. T. Van Sickle. Anchored outside the Bar at 10:20 P. M.

SS Coleridge, (Br.,) Salter, Rio Janeiro, &c., June 18, with mdse. and passengers to Busk & Jevons. Arrived at the Bar at 11 A. M.

SS Harald, (Nor.,) Falsen, Port Antonio and Port Maria July 1, with mdse. and one passenger to American Fruit Co. Arrived at the Bar at 6:15 P. M. 6th.

SS Tallahassee, Askins, Savannah July 4, with mdse. and passengers to the Ocean Steamship Co.

SS Bremen, (Ger.,) Reimkasten, Bremen June 25 and Southampton 27th, with mdse. and passengers to Oelrichs & Co. Arrived at the Bar at 10:15 P. M.

SS Lahn, (Ger.,) Pohle, Bremen June 28 and Southampton 29th, with mdse. and passengers to Oelrichs & Co. Arrived at the Bar at 1:40 A. M.

SS Kaiser William II., (Ger.,) Hegemann, Genoa, &c., June 23, with mdse. and passengers to Oelrichs & Co. Arrived at the Bar at 8:28 P. M.

SS Patria, (Fr.,) Briand, Marseilles, &c., June 15, with mdse. and passengers to J. W. Elwell & Co. Arrived at the Bar at 6 A. M.

SS Nordkyn, (Nor.,) Beer, Hamburg June 21, with mdse. to Barber & Co. Arrived at the Bar at noon.

SS Richmond, Hiller, Richmond and Norfolk, with mdse. to Old Dominion Steamship Co.

SS Guyandotte, Davis, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS Axminster, (Br.,) Lynas, Mazarelli June 15, with asphalt to Sicilian Asphalt Company—vessel to Simpson, Spence & Young. Arrived at the Bar at 6:30 P. M.

SS Patria, (Ger.,) Bauer, Hamburg June 26, with mdse. and passengers to the Hamburg-American Line. East of Fire Island at 8 P. M.

Bark J. H. Marsters, (of Liverpool, N. S.,) Frank, Porto Cortez 17 ds., with cedar and mahogany and one passenger to Eggers & Heinlein.

Brig Curacao, (Br.,) Olsen, San Domingo City 19 ds., with sugar and passengers to Foulke & Co.

WIND—Sandy Hook, N. J., July 7, 9:30 P. M., southeast, light breeze, partly cloudy.

Sailed.

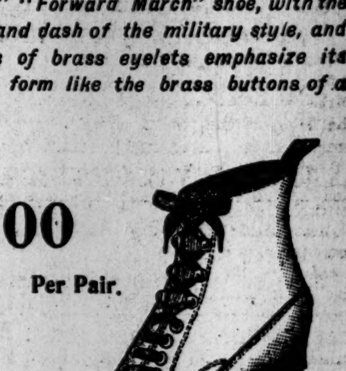
SS Jamestown, for Norfolk and Newport News.
SS Chicago City, (Br.,) for Bristol.

CAMMEYER'S SHOE STORE

The New West Point $5.00 Shoe!

Is the very latest pattern in Russet Calf for young men. We give it a military name because it is a lively, wide-awake up-to-date military sort of shoe, with plenty of good, brave, honest service in it. It is a "Ready" "Forward March" shoe, with the "chic" and dash of the military style, and its rows of brass eyelets emphasize its military form like the brass buttons of a soldier.

$5.00 Per Pair.



It is the grandest shoe on the market. Wonderfully easy and graceful and wonderfully well made out of the very best material.

Also Russet Kid for elderly gentlemen, both broad and narrow, high top and low cut, soft, flexible and delightfully comfortable; for city, office and general use; at the marvellous price of

$4.50 Per Pair.

ALFRED J. CAMMEYER,

6th Ave., Cor. 20th St.

SS Frederick Knight, (Br.,) for Falmouth, Eng.
SS Taormina, (Ger.,) for Para, &c.
SS Martello, (Br.,) for Hull.
SS Galileo, (Br.,) for Hull, &c.
SS Koenigen Luise, (Ger.,) for Bremen, &c.
SS Grenada, (Br.,) for Trinidad, &c.

Notice to Mariners.

HOG ISLAND LIGHT STATION—VIRGINIA.

Notice is hereby given by the Lighthouse Board that owing to an accident to the illuminating apparatus on June 26, the first order light at this station, on the southerly part of Hog Island, northerly side of Great Machipongo Inlet, now shows seven flashes separated by the regular intervals of 45 seconds, then there is an interval of 90 seconds, in the middle of which, under favorable circumstances, a faint flash may be seen. Repairs will be made and the regularity of the intervals restored as soon as practicable, of which due notice will be given.

This notice affects the "List of Lights and Fog Signals, Atlantic and Gulf Coasts, 1897," Page 96, No. 487, and the "List of Beacons and Buoys, Fifth Lighthouse District, 1897," Page 10.

GRAND MARAIS HARBOR OF REFUGE RANGE REAR LIGHT STATION—MICHIGAN.

Notice is hereby given by the Lighthouse Board that on or about July 15, 1898, a fixed white light of the fifth order will be established in the tower recently erected at the inner end of the west pier, harbor of Grand Marais, south side of Lake Superior, and 1,220 feet S. ⅝ E. in rear of the light on the outer end of the pier, with which it will form a range for entering the harbor.

The light will be 54 feet above mean lake level and 48 feet above the base of the tower. The light will be visible about 15¾ miles in clear weather, the observer's eye 15 feet above the lake. The light will illuminate 180° of the horizon and will be visible from all points of approach from the lake to the northward of W. ⅝ S. and E. ⅝ N. (bearings from a vessel.) The tower is a white, square, pyramidal, skeleton steel structure, having the upper part inclosed, and is surmounted by a black lantern.

Caution.—Vessels should not attempt to go alongside the piers owing to riprap stone having been placed there to within 5 feet of the surface.

This notice affects the "List of Lights and Fog Signals, Northern Lakes and Rivers, 1898," Page 54, No. 1,441, and the "List of Beacons and Buoys, Northern Lakes and Rivers, 1898," Page 84.

SANDY HOOK LIGHT VESSEL—NEW YORK.

Notice is hereby given by the Lighthouse Board that on or about July 12, 1898, Light Vessel No. 51, moored off Sandy Hook, on the easterly prolongation of the axis of Gedney Channel, entrance to New York Lower Bay, will be temporarily withdrawn from her station for repairs and replaced by Relief Light Vessel No. 16.

Light Vessel No. 16 will show a reflector light, flashing white every 15 seconds (instead of an occulting electric light) from the foremast head. The light will be visible about ten nautical miles, the observer's eye 15 feet above the sea. Should the flashing light become inoperative a fixed white reflector light will be shown from the mainmast. During thick or foggy weather a 12-inch steam whistle will sound a signal of the same characteristic as that sounded from Light Vessel No. 51, viz., blasts of 3 seconds' duration, separated by silent intervals of 12 seconds, thus: Blast, 3 seconds; silent interval, 12 seconds; blast, 3 seconds; silent interval, 12 seconds.

Light Vessel No. 16 has two masts, schooner rigged, no bowsprit, and a black smokestack and the steam whistle between the masts, but differs from Light Vessel No. 51 in having a yellow hull with "Relief" in large black letters on each side and "No. 16" in black on each bow and each quarter. Light Vessel No. 51 will be returned to her station as soon as repairs have been completed, of which due notice will be given.

This notice affects the "List of Lights and Fog Signals, Atlantic and Gulf Coasts, 1897," Page 66, No. 318, and the "List of Beacons and Buoys, Third Lighthouse District, 1897," Pages 95, 99, 101, and 108.

By Cable.

LONDON, July 7.—SS Trave, (Ger.,) Capt. Thalenhorst, from New York via Southampton, arr. at Bremen to-day.

SS Fuerst Bismarck, (Ger.,) Capt. Albers, from New York via Cherbourg for Hamburg, arr. at Southampton at 11 A. M. to-day and proceeded.

SS Fulda, (Ger.,) Capt. Petermann, sld. from Genoa for New York via Naples at 10 A. M. to-day.

SS Germanic, (Br.,) Capt. McKinstry, (from Liverpool,) sld. from Queenstown for New York at 12.17 P. M. to-day.

SS Karamania, (Br.,) Capt. Johnston, from Messina for New York, arr. at Naples yesterday.

SS Sardinia, (Ger.,) Capt. Vogelgesang, from New York, arr. at Hamburg to-day.

SS Betty, (Aust.,) Capt. Bleecich, sld. from Palermo for New York June 30.

SS Delke, (Ger.,) Capt. Rickmers, sld. from Stettin for New York July 2.

SS Britannia, (Fr.,) Capt. Fournie, sld. from Marseilles for New York July 4.

SS St. Ninian, (Br.,) Capt. Haynes, sld. from Amoy for New York July 5.

SS Critic, (Br.,) Capt. Griffin, from New York via Leith, arr. at Dundee to-day.

SS Diamant, (Ger.,) Capt. Wischausen, from New York, arr. at Hamburg to-day.

SS Strathairly, (Br.,) Capt. Henderson, from New York, arr. at Hamburg to-day.

SS Europe, (Br.,) Capt. Robins, from New York, arr. at London to-day.

SS Minnewaska, (Br.,) Capt. Griffiths, from New York, arr. at London to-day.

SS Ibex, (Br.,) Capt. Norvell, from New York, arr. at Falmouth to-day.

SS Peninsular, (Port.,) Capt. Bettencourt, from New York via St. Michael's, arr. at Lisbon to-day.

SS Kansas City, (Br.,) Capt. Jones, from New York for Bristol, passed Brow Head to-day.

SS Herschel, (Br.,) Capt. Byrne, from New York via Pernambuco, arr. at Santos July 3.

SS Buffon, (Br.,) Capt. Ohls, from New York for Rio Janeiro, arr. at Pernambuco yesterday.

SS Micmic, (Br.,) Capt. Meikle, from New York for Rotterdam, passed the Lizard yesterday.

SS Elloe, (Br.,) Capt. Danielson, from New York, arr. at Archangel June 26.

SS Island, (Dan.,) Capt. Skjodt, from New York, Christiansand, &c., arr. at Stettin July 3.

SS Tartar Prince, (Br.,) Capt. Fothergill, from New York via Naples, &c., arr. at Genoa July 5.

SS Energia, (Br.,) Capt. Beard, from Hongkong, &c., for New York, arr. at Suez to-day.

SS Indrapura, (Br.,) Capt. Horsfall, from New York via Singapore, &c., arr. at Shanghai to-day.

SS Rotterdam, (Dutch,) Capt. Van der Zee, sld. from Rotterdam for New York at 5 P. M. to-day.

SS Boadicea, (Br.,) Capt. Jacobsen, sld. from London for New York to-day.

SS Manitoba, (Br.,) Capt. Gates, sld. from London for New York to-day.

SS Dominic, (Br.,) Capt. Forbes, from New York for Maranham and Ceara, arr. at Para July 5.

SS Cevic, (Br.,) Capt. Nicol, from New York for Liverpool, passed Kinsale to-day.

SS Colorado, (Br.,) Capt. Witton, from New York for Hull, passed Scilly to-day.

For Summer wear we recommend our blue and black serges.

Suit to order $16.

ARNHEIM,

Broadway and Ninth St.

Wanamaker's

The store will close at noon to-morrow, Saturday.

An opportunity to procure Women's Skirts of the kind that comes but rarely, and lasts none too long. In order to give a fair chance to all, we shall suspend the selling until nine o'clock this morning. Then, choose.

One lot is of 250 skirts of Linen, pampas cloth and crash. They are fine goods, and well trimmed with cording, some very elaborately. There are skirts here of the average $4.50 grade, but you may have any one in the lot for $1.75.

One lot is of 100 skirts made from plain linen, linen grenadines, linen homespuns, and tow linens, in cadet blue, brown, and green; well trimmed and stylish. These are six-dollar skirts, every one of them. Choose at $2.50 each.

Second floor, Broadway.

A very large assortment of Shirt Waists at prices something lower than fair. You will find them on special tables in the main aisle, first floor. They are in percales and madrases, and it is needless to assure you that the patterns are the prettiest we could find in the markets.

There are two other good points about them, aside from their cheapness and prettiness. One is that there is plenty of them,—we think it the largest assortment in New York. The other feature is the fact that there are plenty of large sizes.

All arranged by price and size on tables for easy picking, at

50c., 75c., $1.00 and $1.25.

Bicycles. We know of no precedent in this city for such bicycle selling as ours of the past three months.

It is at its fastest and greatest now. The Wanamaker Wheel Club and the Rodman are the prominent factors.

No wonder. The Rodman is a $50 wheel, selling at $20.

The Wanamaker Wheel Club offers a choice of undeniable wheel-values on fair terms of monthly payments.

Fifth floor. Branch Store, 5th Ave. and 42d St.

Men's Ten-Dollar Bicycle Suits at $3.95. A fact, but a most astonishing one, and accompanied by one still stranger to wit: Men's fifteen-dollar bicycle suits at $4.95.

There are not many of them,—most of them went last Friday, but all sizes still remain and there were no undesirable patterns originally; consequently there are none now. They are honest values at their old prices;—handsome suits for wheel dress.

Men's Madras Golf Shirts, at 75c. each, that are really dollar-and-a-half shirts. A third shipment came yesterday. You took all the last on Friday and Saturday of last week. They are neat, handsome shirts, deservi g that much-abused term "genteel" or "refined," and they are selling all over town at $1.50,—twice our price.

Men's Madras Ties, 25c. a half dozen. You took more than five thousand of them last week,—here are seven thousand more. Good patterns,—the same you would choose at four times the price.

Men's Furnishing Store, Ninth Street.

Women's Oxford Shoes at $2 a pair. Handsome enough to wear for dress, strong enough for any use, cheap enough to wonder at. Mostly in black kidskin, some in light leathers, turned soles, easy and flexible, patent leather tips and kid tips. Very rare values at $2.

Fourth avenue and Ninth street.

Exquisite Trimmed Hats at $3 and $4. We have made something perilously akin to a sensation with these low-priced beauties. The explanation is simple,—they are really worth much more than they cost you, judged by the usual measures of workmanship and material.

The same taste and care go into them as into our best. They are made by the same hands.

We believe ourselves safe in saying that such hats as these have never been seen before at such figures as are now marked upon them. This is easily tested,—see the hats for yourself.

Second floor, Tenth street.

All-Silk Umbrellas, for both men and women, at $1.75 each. Good quality, fine, firm, twilled silk, steel rod, close rolling, silk case and tassel. Men's have natural wood handles. Women's have natural wood and Dresden handles. We do not believe that you can duplicate these umbrellas at $2.25.

Broadway.

Four hundred and forty pairs of Men's Shoes at $2.10. A bargain beyond cavil, for they are shoes that were highly popular at $3.50 only a few days ago. Chocolate colored kidskin and Russian calf, thoroughly made and fully up to to-day's date as regards shapes. They are high-finished goods, made to stand inspection by particular folks. Sizes 5 to 10; widths C, D, E, and F.

Handkerchiefs for men and women both, and sorts you'll seize at. A dollar and thirty-five cents for a dozen men's initialed handkerchiefs isn't a high price, do you think? Of course they are all-linen. Men's plain hem-

WANAMAKER'S

stitched handkerchiefs in a very fine quality, at $2.50 for a dozen. Ninety-five cents for a dozen all-linen handkerchiefs for women, with a hand-embroidered initial. A woman's handkerchief, embroidered, scalloped or lace-edged, at 12½c., that should bring 25c. to be in the mercantile fashion. And so on, through a whole handkerchief store.

Broadway.

We wish you to become better acquainted with our stationery store. It's a good place to know. Rare bargains are frequent. Just now, an offering of high-grade correspondence paper at 10c. a quire, with envelopes to match at 10c. a package. Doubt if you ever saw equals at that price.

About engraving. Another inducement. You pay $1 here until further notice for any design of monogram or address line. You have been paying $1.50 to $3 for work no better than ours. At least a hundred styles to help you in selection.

Broadway.

Chocolate covered nougats to-day at 20c.,—the kind for which you're accustomed to pay twice as much and more. Also assorted chocolates at the same price. Absolutely pure goods;—though the prices be much lower than generally asked for equal qualities.

Basement.

JOHN WANAMAKER

Formerly A. T. Stewart & Co.

Broadway, 4th ave., 9th and 10th sts.

SPANISH NEWS IN HAVANA

British Consul General Gollan Takes Leave of Blanco.

OUR SHIPS OFTEN IN ACTION

Shafter Quoted as Praising the Valor of the Garrison of Santiago—A Protest Against Its Reduction.

Copyright, 1898, by The Associated Press.

HAVANA, July 6.—The following are Spanish accounts of recent events of the war:

"During the morning of July 2 Alexander Gollan, the British Consul, visited Capt. Gen. Blanco and bid the latter farewell. Mr. Gollan leaves Havana on board the British warship Talbot on July 5. Mr. Jerome, the British Vice Consul, succeeds Mr. Gollan.

"At noon on July 1 two American columns of 6,000 each made a simultaneous attack upon San Juan Hill, near Santiago de Cuba, which was defended by 1,000 Spanish soldiers, and upon El Caney, a small town near Santiago de Cuba, garrisoned by 450 soldiers.

"The Americans attacked with heavy artillery, and at the same time the American fleet bombarded Aguadores beach.

"The Americans took possession of San Juan Hill and El Caney after a hard resistance upon the part of the Spaniards. The fighting lasted all day. The Spanish losses were 200 men at El Caney and 400 men at San Juan Hill. Among the Spanish losses were two officers and twenty-five soldiers killed, and the wounded included Gen. Linares and twenty-six superior officers, among them being Cols. Ordonez and Gaula and 290 soldiers and 11 sailors.

"At El Caney Gen. Vara de Rey was seriously wounded and has since died.

"Private advices say that the Americans lost 1,000 men, including 500 men seriously wounded.

"On July 2 the Americans attacked the Spanish positions at San Antonio, Canora, and Guayabito. The Spaniards defended them tenaciously and did not abandon the positions.

"The garrison of Cobro repelled an insurgent attack at the same time and the American fleet bombarded the fortifications of Morro, Socapa, and Punta Gorda, damaging Morro Castle.

"The Spanish Army lost Lieut. Yrizar of the artillery, wounded, and four soldiers killed, four wounded, and twenty-eight slightly wounded.

Spanish Losses at Santiago.

"The Spanish Navy lost three men killed of the crew of the Reina Mercedes and six of her crew were wounded.

"At the Punta Gorda battery, Second Lieut. Pina of the navy and one sailor were wounded.

"During fighting on July 1, Capt. Bustamente, the chief of Admiral Cervera's staff and the inventor of the automatic torpedoes bearing his name, was wounded.

"The Velasco battery, near Morro Castle, Havana, during the night of July 1, fired upon the American cruiser Montgomery, which had approacned the coast. Some of the Spnish projectiles fell near the Montgomery, which retired speedily.

"On July 1 two American ships of 700 tons, having heavy artillery, opened fire against Manzanillo. The Spanish gunboats anchored at Manzanillo went to meet them. The gunboat Delgado Perego was the first to open fire, and the American ships were repulsed after forty-five minutes' combat. The Spanish losses were two sailors wounded and some men slighty wounlded on board the pontoon Maria.

"On July 3 an American gunboat, a cruiser, and two transport ships having landing forces on board, fired over 1,000 projectiles against Tunal de Zaza, Province of Santa Clara. The Spanish artillery answered the fire and it was seen that eight projectiles fell on the deck of the cruiser. The Americans were obliged to retire. Five houses were burned and twenty-three were injured by the artillery fire. Lieut. Roads was slightly injured, one artilleryman was killed, two artillerymen were wounded, and some infantrymen were wounded, number not announced.

Americans Obliged to Re-embark.

"The same ships fired 111 shots against Tayabacoa Fort, near Tunas de Zaza, Province of Santa Clara, and landed forces, which were obliged to re-embark by the fire of the fort and the Spanish garrison. The fort was slightly damaged and one soldier was wounded.

"The American forces tried to land again, but the Granada Battalion, which was reconnoitering the coast, prevented them. One transport ran ashore and the American warship did not succeed in pulling her off.

"It is reported that the insurgents in the Province of Puerto Principe are wearing black bands on their left arms, which is supposed to be a sign of mourning for some important insurgent chief, name unknown, who died recently.

"An American cruiser which was reconnoitring on June 30, with rapid-fire guns, at the entrance of the port of Isabella Sagua, fired one shot against the Spanish gunboat Loaltad, which was at anchor in the harbor. The gunboat was not damaged.

"Dr. Edward Belot, formerly a United States Colonel, and who was well known here, is dead.

"The column of Spanish troops commanded by Col. Escarios, numbering 3,600 men, arrived safely at Palma de Soriano, from Manzanillo. The troops rested there for three hours, and entered Santiago de Cuba during the night of July 2.

"At 10 o'clock in the morning of July 5 the Chief of the American forces in front of Santiago de Cuba sent an emissary to Gen. Toral, the Spanish Commander, inviting him to surrender. The answer sent was that the Spaniards were ready to repel energetically any aggressive movement. Capt. Gen. Blanco has approved and applauded Gen. Toral's answer.

"On the intervention of the foreign Consuls at Santiago de Cuba, the Americans gave the inhabitants twenty-four hours in which to remove their women, children, and sick persons. A British gunboat has taken away the British subjects. The time expired on July 6 at 10 A. M.

Spanish Gunboat Driven Ashore.

"The Americans on July 2, during the afternoon, attacked the Spanish positions at Santiago de Cuba, and were repulsed. The Spaniards had one officer and six soldiers killed and six officers and seventy soldiers wounded.

"Col. Escarios's column had 20 soldiers killed and 170 wounded while marching from Manzanillo to Santiago de Cuba.

"The Governor General has ordered that public employes be paid in gold coin, less 10 per cent. in silver, or in its equivalent in paper money.

"There was a festival on July 3 for the purpose of collecting money to establish free kitchens for the poor. The sum of $2,500 in silver was netted for the kitchens.

"Three American ships have tried to capture at Punta Niquero, Province of Santiago de Cuba, the Spanish gunboat Centinela. The latter was hit thirty-nine times, and was damaged about her engines on the port side, aft. Her commander sank her in a swamp, on purpose and her crew succeeded later in getting her afloat. They are now repairing her. The Spaniards lost one coalpasser killed.

"The Municipality of Havana has decided to nominate Gen. Arolas as Havana's 'adopted son,' owing to the interest he has shown in the defense of the city.

"The Cuban Colonial Assembly has sent, through the Madrid Government, a protest to all the European and American Governments against the decision of the American forces to destroy the City of Santiago de Cuba, thereby violating all humanitarian and international laws.

"The Americans who are besieging Santiago de Cuba have proposed to Gen. Toral, the military commander of that place, to exchange the Merrimac prisoners for wounded Spaniards who are in the Americans' power. Gen. Toral has accepted the proposition, and Capt. Gen. Blanco has approved of his action in the matter.

"Gen. Vara de Rey, who was killed during the fighting of July 1 was buried by the Americans with the military honors due to his rank and courage.

"Complete order prevails in Havana, and the patriotic Spaniards who are supporting Capt. Gen. Blanco announce that they are ready to die before they will capitulate.

"According to private information received here Gen. Shafter praises the courageous conduct of the Spanish troops defending Santiago de Cuba, and says they are fighting with heroism against forces very much superior to them in number.

"The British warship Talbot carried some private mail. Among her passengers was the banker Borjas and his partner."

ARMY OFFICERS NOMINATED.

WASHINGTON, July 7.—The President to-day made these nominations:

Volunteer Signal Corps—Captains—Julian P. Wooten, First Lieutenant Volunteer Signal Corps; Edward W. Winfield, First Lieutenant Volunteer Signal Corps. First Lieutenants—Frank P. Tato, Henry W. Sprague, Walter S. Volkmar, and Charles Rogan, Jr., all Second Lieutenants Volunteer Signal Corps. Second Lieutenants—Merchant H. Baldwin of Indiana, Horace C. Lansing of Ohio, William C. Cannon, First Sergeant Volunteer Signal Corps; Edward O. Holtor, Troop A, New York cavalry; Charles S. Wallace, First Sergeant Signal Corps; Charles C. Pierson of District of Columbia.

Third Regiment, Volunteer Infantry—Captain—Charles R. Warren of Georgia. First Lieutenants—John A. Sibley and Mack E. Laird of Georgia. Second Lieutenants—James E. Bunting of Georgia.

Fourth Regiment, Volunteer Infantry—First Lieutenant—Anthony Holmead of District of Columbia. Second Lieutenant—James D. Keene of District of Columbia.

Fifth Regiment Volunteer Infantry—Assistant Surgeon with rank of First Lieutenant—Lomax S. Anderson of Mississippi (nomination of John E. Davis of Mississippi withdrawn.)

Sixth Regiment Volunteer Infantry—Captain—William D. Henderson of Tennessee (nomination of William W. Henderson of Tennessee withdrawn).

Eighth Regiment Volunteer Infantry—Captains—George W. Green of Tennessee, Reuben M. Buckley and Charles F. Ogden of Kentucky. First Lieutenant—George A. Henderson of Tennessee. Second Lieutenants—William Washington, First Sergeant Troop F, Ninth Cavalry; John C. Proctor, First Sergeant, Troop A Ninth Cavalry.

Third Regiment, Volunteer Engineers—First Lieutenants—James H. Barney of Virginia, Lawrence P. Butler, Sergeant Company I, Fourth Missouri Volunteers; James D. Fauntleroy of Virginia, Thomas N. Ward of Maryland. Second Lieutenants—William H. Chadbourn, Jr., of North Carolina; Samuel D. Brady of West Virginia.

25,000 BLACK TROOPS NEEDED.

WASHINGTON, July 7.—The President makes it known to Senators and Representatives who called upon him to-day that he considers it unwise for Congress to adjourn before the bill to raise 25,000 colored troops was passed. He considered it absolutely indispensable that this bill should be enacted into law immediately.

Chairman Hull of the Military Affairs Committee was in conference with him today over that legislation, and stated afterward that he believed the bill would be passed. It was recently recommended by the Secretary of War, who stated that these troops were specially adapted to the Cuban climate and necessary to the success of the war.

PRIVATE DRIVEN FROM CAMP.

OAKLAND, Cal., July 7.—Private Henon of Company I, from Marysville, Cal., has been run out of Camp Barrett for expressing himself in uncomplimentary terms with regard to the United States, the officers of the regiment, the food supplied, and other things which displeased him. He was arrested, stripped of his uniform, and marched through the camp between two guards, while the angry troops shouted: "Ride him on a rail!" He was then escorted outside the camp limits and curtly dismissed. This is the first case of "flunking" in the Eighth Regiment.

PRIVATE WARDMAN DISCHARGED.

WASHINGTON, July 7.—By an order from the Headquarters of the Army, issued to-day, Private Ervin Wardman of Troop A, New York Volunteer Cavalry, now at Camp Alger, will be discharged from the service of the United States by the commanding officer of his regiment to enable him to report to the Adjutant General of the State of New York to receive a commission. Mr. Wardman is the editor of The New York Press.

SPANISH PRISONERS COMING.

Four Hundred of the Captured Sailors Expected in the City To-day.

The arrival of 400 Spanish sailors from prize ships, captured in the West Indies, is hourly expected by the officials of the Austro-Hungarian Consulate General. Chancellor Stern said yesterday:

"I do not know whether they will come by rail or by sea. I have had no advices on the subject. So far as I know no arrangements have been made for sending the sailors back to Spain. Upon their arrival I shall leave them in the hands of the United States authorities, as this office would not care to take the responsibility for the actions of so large a number of Spaniards in a city like New York."

Manager J. Ungar of the Austrian and Hungarian Home at 14 and 16 Greenwich Street, said last night that he expected the Spanish prisoners on a Clyde Line steamer this morning. One hundred of them will be quartered in the home. Others will be kept at the Polish Home at 3 Morris Street, and at the Leo House, 6 State Street.

Consul General Stockinger, representing the Austrian Government, is the President of the Hungarian Society, and Gustav Fleischmann is the President of the Austrian Society. These two societies maintain the home at 14 and 16 Greenwich Street. Mr. Ungar said that the Spaniards would be sent away as fast as possible, some to Europe and others probably to Canada, as the other Spaniards who were brought to New York were.

AMERICAN RABBIS IN SESSION.

They Indorse the War and Offer Jewish Hospitals.

ATLANTIC CITY, N. J., July 7.—The Central Conference of the American rabbis, now in session here, adopted resolutions to-day approving the war with Spain and its avowed objects. They encouraged the enlistment of Jewish soldiers in the army, and tendered, as far as possible, the use of the Jewish hospitals. They also voted that the President appoint Jewish Chaplains at large, and recommended that services be held in respect to the President's proclamation in all synagogues next Saturday.

THE WOUNDED AT KEY WEST

Adjt. Gen. Corbin Receives a List of the Men Brought from Cuba on the Iroquois.

ONLY TWO ARE SERIOUS CASES

Most of the Men Are in the Regular Army—The Rough Riders and Seventy-first New York Well Represented.

WASHINGTON, July 7.—Adjt. Gen. Corbin to-day received a list of the wounded men brought from Gen. Shafter's army to Key West by the transport Iroquois and put in the hospitals at the latter place. Private James A. Austin of the Sixteenth Infantry and Private John Marks of the Sixth Cavalry, are the only serious cases. None of the others is considered as serious.

KEY WEST, Fla., July 7.—The following is an accurate list, so far as is obtainable, of the wounded and sick soldiers brought here from Santiago de Cuba on the Iroquois and now in the local hospitals, all of whom are well on the road to recovery:

REGULAR INFANTRY.

Second Regiment.

Private AUGUST O. RICE, Company B; gunshot wound in left side and shoulder.
Private A. L. WILBUR, Company B; in the right shoulder.
Corp. AUGUST BAUMAN, Company H; in the right leg.
Private JOHN F. HAMILTON, Company B; in the right temple.

Sixth Regiment.

Private FRANK T. MARKLEY, Company F; in the left forearm.
Private ALTON GIBSON, Company D; in the left hip.
Private ROBERT A. MONTAGUE, Company D; in the right wrist.
Private DENNIS B. PATRICK, Company D; in both shoulders and the back.
Private CHRIS SANDWICK, Company A; in the neck.
Corp. FRED STANGER, Company D; in the left side.
Capt. Z. W. TORREY, Company D; in the left thigh.
Private JOHN C. BRENNAN, Company G; in the right breast.
Private THOMAS YOUNG, Company F, in the left hand.
Sergt. FRANK ABEL, Company C, in the right leg.
Private WILLIAM BRAITHWAITE, Company A, in the right shoulder.
Private MATTHEW J. CONWAY, Company B, in the right leg.
Private PORTO DRYDEN, Company B, in the head.
Private DAVID W. FAGANS, Company D, in the right wrist.
Private BERNARD CORWIN, Company F, in the left forearm.
Corp. FRANK CHOSANSKI, Company A, in the left arm.
Private LLEWELLYN CONVERSE, Company E, in the left forearm.

Seventh Regiment.

Private ROBERT F. KOALIHER, Company C, in the right arm.
Private FRANK A. SANDLAND, Company G, in the left forearm.
Private EDWARD BECKER, Company G, left forearm broken.
Private FRED JAHNKE, Company C, in the ear and left shoulder.
Private JOHN RINGHEIM, Company F, in the left thigh.

Ninth Regiment.

Private CHRIS WEAVER, Company H, in the left arm.
Private HENRY H. CONOVER, Company E, in the left shoulder.
Sergt. JOHN LATTIMER, Company C, in the right leg.
Private LOUIS KALBER, Company G, in the right arm.
Private LOUIS CAULFIELD, Company B, in the back.

Tenth Regiment.

Private HIBBARD OTT, Company A, in the left shoulder.
Private GEORGE FORD, Company F, in the left forearm.
Private CHARLES A. WILSON, Company C, in the left shoulder.
Private FRANCIS WILSON, Company E, in the left hand.
Private JOHN MEYER, Company D, in the right arm.
Private ROLAND H. GOOCH, Company G, in the left hand.
Private ERNEST COLLIER, Company A, in the left side.
Private R. GOOD.

Twelfth Regiment.

Private BAUMGARTEN, Company G, in the left hand.
Private EMIL T. JOHNSON, Company C, in the throat.

Thirteenth Regiment.

Corp. CHRIS LANG, Company C, in the right shoulder.
Private FRANK D. LEHMANN, Company H, in the back by a piece of shell.
Private SAMUEL OLKIN, Company B, in the right shoulder.
Private JOHN SULLIVAN, Company F, in the left hand.
Private L. R. DAVIS, Company E, in the right arm.
Artificer JOSEPH SWIFT, Company B, in the right hand.
Private HENRY J. THARP, Company G, in the right cheek.
Private THOMAS TAVENAUGH, Company M, in the left hand.
Private JAMES BULLER, Company D, in the right arm.
Private FRANK E. BRATTON, Company H, in the left leg.
Private FRED C. BOOLSEN, Company H, in the left ankle.
Capt. H. G. CAVENAUGH, Company E, in the left hip.
Corp. KARL J. A. LANG, Company C, in the forearm.
Private ALEXANDER KOEN, Company H, in the left arm.
Private DENNY KELLY, Company C, in the left shoulder.
Private JOHN F. JOHNSON, Company B, in the neck.
Musician CHARLES L. FINCH, Company A, in the side of the head, but superficially.
Private MICHAEL FITZGERALD, Company B, in the right arm.
Private ADAM COSKI, Company H, in the right arm.
Private JOHN CASEY, Company C, in the right arm.
Private JOHN H. MOULTON, Company B, in the wrist and side.
Trumpeter JOHN GIZOY, Company F, in the left arm.
Private GEORGE A. HARPER, Company E, in the back of the neck.

Sixteenth Regiment.

Private JAMES G. HIGGINS, Company B, in the left wrist.
Private WILLIAM J. C. HORSTMAN, Company C, in the left arm and side.
Private FRED DIETS, Company E, in the back of the neck.
Private ED DROGGLER, Company C, in the left hand.
Private FREDERICK C. MUONZOG, Company C, in the right side.
Private JAMES MADISON, Company G, in the left wrist.
Private LAWRENCE C. MARTIN, Company H, in the right arm and back.
Private GREGOR NOLAND, Company G, in the left foot.
Corp. HENRY OCHS, Company D, in the left knee.
Corp. MYRON D. WEST, Company D, in the left shoulder.
First Sergt. JAMES G. OGLE, Company H, shot through the nose.
Private HENRY WILLIAMS, Company D, in the scalp.
Corp. THEODORE POHL, Company E, in the lip.
Private EDGAR SHAFFNER, Company G, in the left hand.
Sergt. R. SEINOR, Company G, in the right arm.
Sergt. PATRICK BRUIN, Company E, in the right breast.
Private HENRY ALBRICHT, Company C, in the right foot.
Private JAMES A. AUSTIN, Company H, in the left arm and right wrist.
Private ERNEST BERGEN, Company F, in the right hand.
Sergt. WILLIAM P. CACIER, Company C, in the scalp.
Private GEORGE A. MINETTI, Company B, in the neck.
Private LEVI HINKLE, Company B, in the left shoulder.
Sergt. CHARLES CONKLIN, Company H, in the left breast.
Private SILAS E. COLES, Company B, in the right hand and arm.
Corp. JULES CUMMING, Company E, in the neck.
Corp. EDWARD A. McCLARTY, Company G, in the left arm.
Private JOHN W. CREEK, Company D, in the left shoulder.

Twenty-first Regiment.

Private GEORGE H. ROAGLOC, Company D, in the left arm.
Private AUGUST BLUME, Company G, in the right hand.
Lieut. F. K. MEADE, Company H, in the right arm.

Twenty-fourth Regiment.

Private CHARLES F. CLAY, Company G, in the left hand.
Private PLEASANT H. HAMMOND, Company G, in the lip.
Corp. ANDREW PADGETT, Company B, in the left elbow.
Private SAMUEL TURNER, Company H; in the left shoulder.
Private WILLIAM TAYLOR, Company H; in the left wrist and right hand.

Twenty-fifth Regiment.

Private JOHN SAILER, Company E; in the left leg.

Second Artillery.

Capt. CHARLES D. PARKHURST, Battery F; gunshot wound in the left arm.

Fourth Artillery.

Private THOMAS REGAN, Battery M; in the left forearm.

First Cavalry.

Private DAVID RUHL, Troop A.
Private DENNIS B. WATSON, Troop G; fractured forearm.
Private CHARLES E. GALLUP, Troop B; in the shoulder.
Private GEORGE A. RUBERT, Troop I; gunshot wound through the neck.
Private THOMAS RYAN, Troop K; in the left thigh.
Private MARTIN PROLL, ——; compound fracture of the left leg and gunshot wound in the right ankle.
Private J. D. HOEKSTR, Troop C; in the back of the neck.

Second Cavalry.

Private ELLIS PAGE, Troop C.

Third Cavalry.

Private LEWIS FREEMAN, Troop I.
Private JOHN W. SEALEY, Troop E; bruised back.
Private HARRY WAY, Troop F; gunshot wound in the right forearm.
Private EDWARD SCEOLER, Troop I; in the right hand.
Lieut. O. B. MEYER, Troop H; gun shot wound in the right side of the abdomen.
Capt. GEORGE K. HUNTER, Troop K; gunshot wound in the right thigh.
Private JOHN KEOGH, Troop F; in the left side.

Sixth Cavalry.

Capt. J. B. KERR, commanding the Second Squadron; gunshot wound in the left shoulder and arm.
Private ROY PONDER, Troop G; in the right hand.
Wagoner JOHN GUSTAFFSON, Troop F; in the right forearm.
Lieut. W. C. SHORT, Troop A; in the right arm and side.
Private LLOYD McGOWAN, Troop A; left knee bruised by shell.
Lieut. J. A. COLO, Troop F.
Private JOHN MARKS, Troop D; gunshot wound in the right side of the head, (superficial.)
Private GEORGE M. MARS, Troop A; in the right leg and hip.

Ninth Cavalry.

Sergt. THOMAS B. CRAIG; in the left thumb.
Capt. CHARLES W. TAYLOR, Troop C; gunshot wound in the left side of the neck.
Private ALFRED WILSON, Troop E; in the left arm.
Private EDWARD D. NELSON, Troop H.
Private FRANK JACKSON, Troop E; bruised back and leg.

Tenth Cavalry.

Lieut. F. R. McCOY, Troop A; gunshot wound in the right leg.
Private JOHN MORRIS, Troop B; flesh wound in the leg.
Private KELLY MARBERRY, Troop I; in the right shoulder.
Private THEODORE GRIAO, Troop D; in the left heel.
Private JAMES RUSSEL, Troop B; in the right thigh and calf.
Corp. JOSEPH G. MITCHELL, Troop A; gunshot wound in the head.
Private WILLIAM TYLER, Troop D; in the right wrist.
Private BENJAMIN F. TAYLOR, Troop C; in the right elbow.
Trumpeter NATHAN WYATT, Troop A; in the right shoulder.
Private ROBERT E. LEE, Troop A; in the left hand and wrist.
Sergt. EDWARD LOVE, Troop C; in the right arm.
Private WESLEY JONES, Troop I; in the left ear.

VOLUNTEERS.

First Cavalry (Rough Riders.)

Lieut. JOSEPH L. CARR, Troop D; gunshot wound in the groin.
Lieut. DAVID J. LEAHY, Troop F; gunshot wound in the right forearm.
Sergt. W. S. CASH, Troop K; in the left forearm.
Corp. HENRY MEAGHER, Troop D; in the left shoulder.
Private ALVIN CASH, Troop G; in the right wrist.
Private JOHN H. ADAMS, Troop K, in the left hand.
Private JOHN P. HALL, Troop E, in the left arm.
Private ARTHUR SCOBEY, Troop L, in the left hand.
Private ALEXANDER H. DENHAM, Troop D, in both thighs.
Private THOMAS W. WIGGINS, Troop E, in the gluteal muscles.
Private JOHN R. KEAN, Troop L, in the left shoulder.
Private ADOLPH ROBENTRICK, Troop F, in the right shoulder.
Private FRANK D. BOOTH, Troop F, in the right shoulder.
Private CLIFFORD REED, Troop C, fracture of the left radius.
Private THOMAS ISBELL, Troop L, gunshot wounds at the base of the left thumb, in the left side of the neck, in the back of the neck, and in the right hip.
Sergt. THOMAS F. CAVANAUGH, Troop F, right radius fractured.
Private NATHANIEL M. POE, Troop L, in the right foot.
Corp. JAMES M. DEAN, Troop E, in the right thigh.
Private JOSEPH DOLO, Troop B, in the left leg.
Private CHARLES C. BULL, Troop G.

VOLUNTEER INFANTRY.

Second Massachusetts.

Private GEORGE H. DAREVERS, Company L, gunshot wound in fingers of left hand.
Private ED M. CONNEL, Company L, in right shoulder.

Thirty-fourth Michigan.

Private JACOB WAGNER, Company D.

Seventy-first New York.

Lieut. W. E. TRULL, Company G; gunshot wound in right hand.
Private JAMES CARROLL, Company M; gunshot wound in right hand.
Private CHARLES W. GORMAN, Company A; left arm.
Private FREDERICK C. KUEHULE, Company D; right arm.

SICK.

The complaints from which the men are suffering are all of a slight character, chiefly measles, malarial and remittent fever, rheumatism, and some cases of heat exhaustion.

Among those reported in the list of the regular army are Capt. J. D. Nickerson, Seventeenth Infantry; First Sergt. Charles P. Foster, Company A, Thirteenth Infantry; Major Mott Hooton, Twenty-fifth Infantry; Col. D. W. Benham, Seventh Infantry; Second Lieut. David L. Stone, Twenty-second Infantry; Lieut. Malin Craig, Sixth Cavalry.

Volunteers.

Private Gilbert C. Bangs, Company L, Second Massachusetts Infantry; Sergt. Arthur D. Clawson, Company F, Seventy-first New York Volunteer Infantry; Private Fred D. Keenan, Company F, Thirty-third Michigan Volunteers; Private Edward H. Brooks, Company L, Thirty-third Michigan; Private Stephen Easton, Company K, First Volunteer Cavalry; Private Samson D. Oppenheimer, Company A, Seventy-first New York; Private Charles J. Cameron, Company I, Seventy-first New York; Private Grant Travis, Company G, First Volunteer Cavalry; Private John P. Danier, Company L, First Volunteer Cavalry.

WOUNDED REACH TAMPA.

Capt. Kerr Says 40 Per Cent. of the Total Loss Were Officers.

TAMPA, Fla., July 7.—The steamship Mascotte arrived here to-night with a number of those wounded at the battle of Santiago.

Among them was Capt. J. P. Kerr, Second Squad, Sixth Cavalry. His left arm is in a sling as a Santiago memento. He tells a graphic story of the bravery of the American soldiers, who forced the Spanish trenches in the face of a scathing fire.

He gave the loss of officers as 40 per cent. of the total, and stated whenever a man exposed himself wearing shoulder straps he was shot down by the Spanish sharpshooters at a mile and a half, as though he were but that many rods.

The negro troops are said to have fought like demons.

SEVENTY-FIRST'S CASUALTIES.

Corp. William Humbert, of the Seventy-first, who was wounded, was twenty-one years old, and lived at the German branch of the Y. M. C. A., of which he was secretary, at 140 Second Avenue. His parents live at Frankfort-on-the-Maine, from which place he came five years ago. As soon as war was declared Humbert tried to join the Naval Reserves, but was refused because of being near-sighted. He was about to join the Chanler regiment, but changed his mind when he found that regiment was not going immediately to the front. He joined the Seventy-first a few days before the regiment started south. The last letter from him was received at the Y. M. C. A. on June 3 from Tampa, when he said: "This will be my last letter until my return from the war, which I pray I shall do."

Private Harry Richardson.

Private Harry Richardson of Company A, Seventy-first Regiment, New York, who was wounded in the attack on Santiago last Friday, is twenty-three years old, and came to this city two years ago from Plattsburg, N. Y., after graduating from Williams College. He was single, and occupied a room in the house of Dr. H. J. Gilbert, 323 West Twenty-third Street. He joined the regiment just before it was called out. He was employed in the office of Wanamaker's department store, in this city.

Lieut. A. C. Merillat.

First Lieut. Alfred C. Merillat, who was slightly wounded while serving with the Third United States Cavalry before Santiago, is an Ohioan by birth, and was appointed from his native State to the United States Military Academy at West Point, on July 1, 1886. Upon graduation he was promoted in the army to be an Additional Second Lieutenant in the Fifth Artillery, June 12, 1890.

His commission as Second Lieutenant in that regiment was dated Feb. 20, 1891, to rank from June 12 of the previous year. May 13, 1891, Lieut. Merillat was transferred to the cavalry arm of the service, going to the Eighth United States Cavalry. He was promoted to a First Lieutenancy in the Third Cavalry Dec. 22, 1896, and attached to Troop E.

Private Charles W. Goodman.

Charles W. Goodman, reported wounded before Santiago, is a member of Company A, Seventy-first Regiment. He is nineteen years old, and his home is with his mother and several sisters, at 219 West One Hundred and Fifteenth Street, He is a son of the late Louis A. Foodman, who was for many years in the woolen business in Warren Street. Goodman gave up a laundry he had been conducting at One Hundred and Thirty-fourth Street and Eighth Avenue to volunteer for the war. He had not been connected with the State militia. The last letter received from him by the family was on Sunday. It was dated June 25, and the writer said he was in a blockhouse before Santiago, using a shovel for a writing desk. He explained that he was in good health, and that he had just had a fried chicken and French fried potatoes for dinner. The family thought that he had spoken of good eating so as to ease their minds. Yesterday afternoon a telegram signed by Goodman was delivered to one of his sisters. It said simply, "I am not wounded," but as the message came from Key West, the family concluded that he really is wounded and in the hospital there.

Private J. Edwin Keller.

Private J. Edwin Keller, reported as wounded, lived at 218 East Thirty-sixth Street. He is single, and his home is with his parents. He was a telegrapher before he went to the front. A message received from him yesterday (Thursday) said that his injury consists of one finger shot off.

Private William Prager.

Private William Prager, who was killed in battle, was a single man. For two years he had been employed in the Gordon Laboratory at 626 Madison Avenue. He had no known relatives in this country, his parents living in Hungary. He had been a member of the Seventy-first Regiment for two years.

CARING FOR THE WOUNDED.

Men from Santiago May Be Brought North and Put in Tents—J. W. Mackay Sends Ice to Shafter.

WASHINGTON, July 7.—The very first care of the officials here will be for the wounded men, who are to be brought North as rapidly as their condition will permit. There was some idea of taking one of the big hotels at Fort Monroe, standing on the Government reservation, for the purpose of a hospital, but it is said to be the present plan to substitute a number of large tents, which, when properly pitched and placed, are said to be hygienically better than inclosed structures for the treatment of wounds at this season of the year.

Meanwhile all is being done in the neighborhood of Santiago to alleviate the suffering that conditions will permit. This afternoon came a telegram from Gen. Shafter to the War Department as follows:

"In the name of the sick and wounded officers and men under my command I thank J. W. Mackay for the ice sent us."

GERMAN-AMERICAN WARSHIP.

Movement to Present the Government with a Ship Called Teutonic.

INDIANAPOLIS, July 7.—Albert Lieber of this city has issued an appeal to the German-Americans of the United States to present the Government with a modern up-to-date naval vessel to be named the Teutonic. Chicago, New York, Indianapolis, Milwaukee, and St. Louis are named as suitable point sto organize this patriotic work.

COAST DEFENSE CHANGES.

The Board Ordered to Transfer Its Headquarters to Washington.

The Coast Defense Board, of which Admiral Erben is president, has been ordered to go to Washington and make its headquarters there. It is thought that one reason for taking the board to Washington is because it can be used in other departments. The members think that it will be a mistake to make the change and cause a great deal of inconvenience.

Lieut. Commander Jacob W. Miller, formerly Captain of the New York Naval Militia, is likely to take the place of Commander Field as commander of the Third District of the coast defense. Commander Field will probably be transferred. This change is to be made to comply with the new order which provides that the districts shall not be commanded by officers above the rank of lieutenant commander. The other commanders in charge of districts who will be affected by the new order are Smith W. Nicols of the First District, Thomas Nelson of the Second, C. T. Hutchings of the Fifth, and C. H. Arnold of the Sixth.

THE UNITED SERVICE.

Army.

Capt. Francis B. Harrison, Assistant Adjutant General, United States Volunteers, recently appointed from Troop A, New York Cavalry Volunteers, will proceed from Camp Russell A. Alger, Virginia, to Chickamauga National Park, Georgia, and report to the commanding General at that place for assignment to duty with the Third Army Corps.

Lieut. Col. George B. Davis, Deputy Judge Advocate General, United States Army, will proceed to Governors Island, N. Y., and report to the commanding General, Department of the East, for duty as Judge Advocate of that department during the suspension of his duties at the Military Academy.

Lieut. Col. L. R. Hare, First Texas Volunteer Cavalry, and Capt. Robert R. Stevens, Assistant Quartermaster, United States Army, are appointed a board to purchase cavalry horses for the First Texas Volunteer Cavalry, under such instructions as they may receive from the Quartermaster General of the Army.

The following-named officers of the Volunteer Signal Corps are assigned to duty at Washington Barracks, District of Columbia, and will report by letter to Col. Henry H. C. Dunwoody, Volunteer Signal Corps: First Lieut. William Jarvis, Jr., and Second Lieut. Henry C. Baldwin.

Acting Assistant Surgeon Humphrey Bate, Jr., United States Army, will proceed from Castalian Springs, Tenn., to Chickamauga National Park, Ga., and report to Major Gen. John R. Brooke, commanding United States troops at that place, for assignment to duty.

Acting Assistant Surgeon Samuel W. Kelley, United States Army, will proceed from Cleveland, Ohio, to Tampa, Fla., and report to Major Gen. John J. Coppinger, United States Volunteers, commanding Fourth Army Corps, for assignment to duty.

Transfers in the Eleventh Infantry: Second Lieut. John W. L. Phillips from Company B to Company I; Second Lieut. George H. Shelton from Company I to Company E.

The following-named officers of the Tenth Volunteer Infantry, now in this city, will proceed to the points indicated in connection with the recruitment of that regiment under instructions from the regimental commander: Capt. Crandall Mackay to Richmond, Va.; Capt. William R. Wharton to Radford, Va.

The following-named officers of the Third Regiment, Volunteer Engineers, will proceed to the points indicated on duty in connection with the recruitment of that regiment under the instructions of the regimental commander: Capt. L. H. Mattair to Richmond, Va.; First Lieut. Frederick M. Barstow to Mobile, Ala.; Regimental Sergt. Major William A. Kent to Little Rock, Ark.

Second Lieut. Edward M. Fullington, Fourth Ohio Volunteer Infantry, will report to Major Gen. James H. Wilson, United States Volunteers, commanding the Sixth Army Corps, for assignment to duty on his staff.

Acting Assistant Surgeon Frederick R. Dolson, United States Army, will proceed from New Orleans, La., to Fort St. Philip, La., and report to the commanding officer of that post for duty.

First Lieut. Edward L. Patterson, Two Hundred and First New York Volunteers, will proceed to New York City and report to Brig. Gen. Guy V. Henry, United States Volunteers, for special duty.

First Lieut. Charles B. Wheeler, Ordnance Department, will make not to exceed eight visits during the current month to the works of the Robert Poole & Son Company, Baltimore, and the works of the Maryland Steel Company, Sparrows Point, Md., on public pusiness pertaining to the manufacture of gun carriages.

Capt. Lawrence L. Bruff, Ordnance Department, United States Army, will make not to exceed eight trips during the month of July and not to exceed eight trips during the month of August to Plainfield, N. J., and not to exceed eight trips during the month of July, and not to exceed eight trips during the month of August to Brooklyn, N. Y., on official business pertaining to the inspection of ordnance material for the Ordnance Department.

First Lieut. Thomas P. Sullivan, First Regiment, Volunteer Engineers, will proceed to Peekskill, N. Y., and join his regiment at that place not later than July 15.

Major Erastus L. Hawks, Tenth Volunteer Infantry, will accompany a detachment of recruits of that regiment to Augusta, Ga., reporting on his arrival to the commanding officer of his regiment for duty.

First Lieut. William E. Sanders, First Georgia Infantry Volunteers, having been commissioned Captain in the Third Georgia Infantry Volunteers, will proceed to Atlanta, Ga., and report to the Governor of the State. He will be mustered out as First Lieutenant as of the day prior to that of his muster in as Captain.

Capt. Alexis R. Paxton, Fifteenth Infantry, is relieved from further duty with the board of officers for the purchase of horses at Grove City, Penn., and will return to his station, Harrisburg, Penn.

Major Charles A. Vernon, Quartermaster, Volunteers, will proceed at once to Chickamauga National Park, Ga., and report to Major Gen. John R. Brooke, commanding the troops at that place, for assignment to duty as Division Quartermaster, Third Division, First Army Corps.

Capt. Thomas H. Simms, Commissary of Subsistence of Volunteers, will proceed to Cincinnati, Ohio, and report to Lieut. Col. John J. Claque, Assistant Commissary General of Subsistence, United States Army Purchasing and Depot Commissary at that place, for assignment to duty as an assistant in his office.

First Lieut. Edward F. McGlachlin, Jr., Quartermaster, Fifth Artillery, is relieved from his present duties, to take effect as soon as possible, and will report to Brig. Gen. John I. Rodgers, United States Volunteers, Chief of Artillery, for duty at Tampa, Fla.

Captain Robert D. Winthrop, Commissary of Subsistence, United States Volunteers, will proceed to Tampa, Fla., and report to the commanding General, Fourth Army Corps, for assignment to duty as Commissary of Subsistence on the staff of the brigade commander in that corps.

Capt. Albert Gilbert, Assistant Quartermaster, United States Volunteers, will report to Major Gen. William M. Graham, United States Volunteers, commanding the Second Army Corps, at Camp Alger, Va., for assignment to duty as Brigade Quartermaster, First Brigade, First Division, Second Army Corps.

Capt. Peter C. Deming, Commissary of Subsistence, United States Volunteers, will rejoin his brigade, accompanied by his civilian clerk and the Commissary Sergeant on duty with him, on the transport Grand Duchess.

Capt. Edward Willis, Assistant Quartermaster, United States Volunteers, is relieved from duty at Savannah, Ga., and will proceed at once to Charleston, S. C., and assume charge, under instructions of the Quartermaster General, United States Army, of the business pertaining to the Quartermaster's Department at that place.

The order of Capt. Charles J. Goff, Assistant Quartermaster, United States Volunteers, to report to the commanding General, Second Army Corps, for assignment to duty is revoked.

Capt. Charles J. Goff, Assistant Quartermaster of Volunteers, will proceed immediately to New York City and report to the Depot Quartermaster at that place to take passage on the steamer St. Paul for Santiago de Cuba. Capt. Goff will assume responsibility for all Quartermaster's property being shipped thereon, and upon arrival at Santiago will report to Major Gen. William R. Shafter, commanding United States troops, for duty in connection with the establishment of a Quartermaster's Depot in Cuba and the issue of clothing and other Quartermaster's supplies to the army operating there.

Corp. H. C. Todd, Company L, Second New York Volunteer Infantry, now at Tampa, Fla., will be sent to Albany, N. Y., to report to the Governor of the State to receive a commission. He will be discharged the service of the United States by the commanding officer of his regiment on the day prior to the date of his acceptance of the commission.

Col. David Perry, Ninth Cavalry, having been found by an army retiring board incapacitated for active service, on account of disability incident thereto, his retirement from active service is announced.

Brig. Gen. Joseph K. Hudson, United States Volunteers, will proceed to Tampa, Fla., and report to the commanding General, Fourth Army Corps, for assignment to command a brigade in that corps.

First Lieut. John L. Sehon, Twentieth Infantry, will report to Major Robert H. White, Surgeon, President of the Examining Board appointed to meet at the Presidio of San Francisco, Cal., at such time as he may be required by the board for examination as to his fitness for promotion.

Major Frank M. Hammond, Additional Paymaster, United States Volunteers, accompanied by his authorized clerk, will proceed with the Sixth Massachusetts Volunteer Infantry, now en route to Charleston, S. C., and pay that regiment to June 30.

First Lieut. John T. Thompson, Ordnance Department, will proceed from Tampa, Fla., to Jacksonville, Fla., on official business relating to the supply of troops at that point.

First Lieut. Tracy C. Dickson, Ordnance Department, will make two journeys from the Springfield Armory, Springfield, Mass., to the works of the American Ordnance Company, Bridgeport, Conn., on official business pertaining to the inspection of shrapnel for the Ordnance Department.

Albert Gilbert, Jr., is honorably discharged the service as Captain, Company E, Sixty-fifth Infantry, New York Volunteers, to take effect June 19, 1898, he having accepted a commission as Assistant Quartermaster, United States Volunteers, with the rank of Captain, June 20.

First Lieut. Charles E. Walton, Sixth Massachusetts Infantry Volunteers, having tendered his resignation on account of ill-health, is honorably discharged the service of the United States.

Capt. Henry R. Stiles, Assistant Surgeon, United States Army, now on duty with the United States hospital train, will, in addition to his present duties, perform those of Acting Assistant Quartermaster, United States Army, in matters relating to the services of the train.

Second Lieut. Desha Breckinridge, Third Regiment, United States Volunteer Engineers, will proceed to Newport News, Va., or Charleston, S. C., and report to the commanding officer of the United States troops about to sail for Santiago de Cuba, for transportation with such troops, and upon his arrival at Santiago will report in person to Major Gen. Joseph C. Breckinridge, United States Volunteers, for appointment and duty as aide de camp.

Navy.

Surgeon R. C. Persons is ordered to the Navy Department immediately.

Assistant Surgeon E. O. Huntington is deatched from the Boston rendezvous and ordered to the Norfolk Hospital.

Lieut. F. F. Fletcher is detached as assistant to the Chief of the Bureau of Ordnance and ordered to the St. Louis.

Lieut. J. A. Dougherty's order to the Helena is revoked, and he is detached from the Sterling and ordered to Norfolk for examination and medical survey, thence home to await orders.

Lieut. Commander N. J. K. Patch is detached as Supervisor of New York Harbor and ordered to the St. Louis immediately as executive officer.

Assistant Surgeon J. H. Payne is ordered to the Boston rendezvous.

Lieut. James S. Brown is detached from the Montauk and ordered to the East Boston.

Lieut. R. J. Beach is detached from the Jason and ordered to command the Montauk.

Chief Engineer H. W. Spangler is detached from the Montauk and ordered to the East Boston.

Passed Assistant Engineer William D. Weaver and Ensigns F. B. Harwood, William C. White, and H. McPherson are detached from the Scipio and ordered to the Delmonico.

Assistant Engineer W. H. Miller is detached from the New York Navy Yard and ordered to the Delmonico.

Hugh K. Norman, Newport, R. I., is appointed Lieutenant, junior grade, and ordered to the Delmonico.

Jacob W. Miller is appointed Lieutenant Commander and ordered to the New Hampshire.

Herbert L. Satterlee, 120 Broadway, New York, is appointed Lieutenant.

John T. Manier, Washington, is appointed Ensign.

Property of the French Republic.

VICHY CELESTINS

NATURAL MINERAL WATER

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BRITONS LEAN TO AMERICA

Lord Rosebery Speaks of the Coming Struggle for the Division of the World.

GLAD OF OUR INDEPENDENCE

Sir Edward Grey Says the Growth of Friendship Is the Most Favorable Symptom of Britain's Foreign Affairs.

LONDON, July 7.—The Earl of Rosebery, presiding at a lecture given at the Colonial Institute this evening on "The English-Speaking Brotherhood," warmly advocated an Anglo-American understanding, which would be fraught, he said, with the best destinies for mankind.

"We must be prepared," said Lord Rosebery, "to hold our own, though not necessarily by war, in the great struggle for the division of the world which seems pending. Naturally we look upon the United States as seeking interests and having sympathies that coincide with our own, but it is unnecessary to draw a formal bond of alliance."

Lord Rosebery's whole address was devoted to the Anglo-American question. He reviewed the historical relations between the two countries and said he thought the independence of the United States had been good for both nations, as both were stronger now than they would have been if the connection had not been broken, and had it remained unbroken there was no doubt in his opinion that Great Britain would not have troubled to acquire the world-wide colonial empire she now possesses.

"But we must recognize," he declared, "that we cannot rely too much on the friendship of some European States upon which we formerly reckoned, and we must therefore be prepared to hold our own."

Sir Edward Grey, Radical, Member of Parliament for Berwick-on-Tweed, speaking in London this evening on foreign affairs, said the growth of friendly sentiment between England and the United States was remarkable, and was the most favorable symptom of Great Britain's foreign affairs.

"It should be the business of every Government," he said, "not necessarily to force matters into an alliance, but to take care to do nothing to discourage the growth of the friendly sentiment."

RUSSIA THREATENS CHINA.

She Will Grab a Province Unless English Railroad Concessions Are Withdrawn.

PEKIN, July 7.—The Russian Chargé d'Affaires, M. Pavoloff, has informed the Tsung-li-Yamen (Chinese Foreign Office) that if a northern extension of railroad, which has been conceded to a British syndicate, is persisted in, Russia may be obliged to seize the Province of Ili (Chili, in which Pekin is situated?) as compensation.

CHINESE REBELS VICTORIOUS.

Anxiety in Canton Over the Presence of a Black Flag Chief.

HONGKONG, July 7.—News has been received here from Canton of serious disturbances at Tung-Shien and Luk-Chuan, in the Province of Kwang-Si. The rebels are said to be everywhere victorious and to be advancing on Woo-Chow. The British Consul and Commissioner of Customs at Woo-Chow has telegraphed for gunboats.

There is considerable uneasiness at Canton on account of the presence there of a Black Flag chief, and the British gunboat Tweed, now here, is being hurriedly placed in commission, and will sail for Canton and the West River immediately.

DREYFUS'S GUILT AFFIRMED.

Cavaignac Makes a Statement in Reply to Castellane, and the Chamber Sustains Him.

PARIS, July 7.—In the Chamber of Deputies to-day, replying to an interpellation of Count de Castellané on the subject of Alfred Dreyfus, the prisoner of Devil's Island, the Minister for War, M. Cavaignac, made an exhaustive statement, adducing the strongest evidence of the guilt of Dreyfus. In so doing he read several official documents in proof of the prisoner's guilt, and the Chamber, by a vote of 572 to 2, approved the Minister's statement and ordered it to be printed and placarded throughout France.

FRANCIS JOSEPH IN PERIL.

A Socialist Confesses that He Took Part in an Attempt on His Life.

BUDAPEST, July 7.—Three Socialist workmen have been arrested here, charged with high treason. One of them has confessed that he took part in a conspiracy to attempt the life of Emperor Francis Joseph by the use of dynamite, during his expected visit to this city.

BELGIANS SLAIN IN AFRICA.

Expedition Under Lieut. Dubois Surprised by Congolese Rebels.

BRUSSELS, July 7.—The papers announce that a Belgian expedition of 100 men under Lieut. Dubois has been surprised by Congolese rebels, who killed thirty-one members of the expedition and captured a quantity of rifles and cartridges.

Lieut. Dubois was afterward deserted by his soldiers and killed.

SWISS MINISTER TO COMPLAIN.

St. Gall Embroideries Left in the New York Custom House Too Long.

BERNE, Switzerland, July 7.—The Bundesrath has instructed the Swiss Minister at Washington, Dr. J. B. Pioda, to complain of the fact that consignments of St. Gall embroideries lie for months in the New York Custom House, "because a fresh system of customs entry is applied to those goods daily."

Importers of St. Gall embroideries here say that Appraiser Wakeman causes them considerable trouble and delay, in spite of the fact, as they allege, that the recent investigation disclosed only one case of wrongdoing, which was proved to have been unintentional. They may join with the Swiss Government in presenting their side of the case to Secretary Gage. Appraiser Wakeman was in Washington yesterday and could not be interviewed on the subject.

MATAAFA'S RETURN TO SAMOA.

Curzon Says the Governments Will Permit It on Conditions.

LONDON, July 7.—The Parliamentary Secretary for the Foreign Office, George N. Curzon, replying in the House of Commons to-day to James F. Hogan, Anti-Parnellite, member for the Middle Division of Tipperary, as to why Great Britain refuses to allow Chief Mataafa to return to Samoa when the United States and Germany have consented to his doing so, said the three Governments (those of the United States, Germany, and Great Britain) have agreed to permit Mataafa to return to Samoa under certain conditions.

Brooklyn Policeman Dead.

Thomas Rhatigan, a policeman attached to the Bergen Street Station, Brooklyn, died from pneumonia at 5:30 o'clock yesterday morning in the Homeopathic Hospital. Rhatigan was taken suddenly ill on post at 6 o'clock on Wednesday night. He telegraphed the fact to the station house, but would not leave his post until his relief arrived a half hour later. He then staggered to the station house, where he fell unconscious at the Sergeant's desk. He was removed to the hospital in an ambulance. He never recovered consciousness. Rhatigan had been a member of the force since 1893. He lived with his wife at 1,508 Dean Street.

ADDITIONAL OFFICERS NAMED.

Gov. Black Makes Known the Appointments for the Three New Regiments of Volunteers.

ALBANY, July 7.—Adjt. Gen. Tillinghast to-day announced that these additional officers had been commissioned by the Governor for the three new volunteer regiments:

For the Two Hundred and Second Regiment—Capts. Louis M. Lang, Oscar Taylor, Walter F. Randall. First Lieuts. Howard L. Boch, Elmer E. Hudley, John R. Robertson, Arthur Wellesley Nugent, Edwin Knoll, James A. Gray, Edward W. Jones, Caspar Willis Cole, William J. Wilkes, Ralph M. Glover, L. Royce Tilden, Isaac D. Wells. Second Lieuts. Frederick T. Peitch, Thomas E. Boyd, Bert C. Fox, George L. Hare, J. C. Howland, H. C. Todd, Michael J. Reagan, Edward T. Newcomb, William H. Boyle, Jr.; George Alfred Cluett.

For the Two Hundred and First Regiment.—First Lieutenants, Edward S. Hartshorn, Bernard V. Curren, Henry A. Murphy, Ervin Wardman, Walter W. Griffith, August T. Morro, Robert S. Cooke, Edward L. Patterson; Second Lieutenants, Paul R. Towne, Alfred Poillon, Louis P. Weber, Esek B. Williamson, Windsor P. French, Philip Case, Sherwood F. Yawzer, Edward B. Southworth, Jr., William Leland Thompson, Griswold Green, William A. H. Ely, William D. Arnold.

For the Two Hundred and Third Regiment—Major, John McClintock; Chaplain, Albert Dod Miner; Captains, E. P. White and John B. Tuck; First Lieutenants, Charles Francis Nugent, Stephen Hyatt Mould, Michael Francis Carmody, Richard Charles McCoy, James George Hannah, Solomon Avery, Jr., Percival Freeman Dalphin, William M. Remmer, Charles Rogers Murray, Dennis Benedict Luey, George T. G. Sixteen, George Baldwin; Second Lieutenants, Alexander J. Jonney, John J. Callanan, Jr., John Arbuckle, Arthur G. Ackert, Ninian S. Kidd, Thomas J. Dooley, F. A. Vrooman, Louis Horace Payne, Michael J. Collins, Edward J. Schell, George W. Clodwick.

All these appointees are National Guardsmen, and some of them are at the army camps with their old organizations.

AFFAIRS AT CAMP BLACK.

All the Recruits Called Out for the Seventy-first Are There.

HEMPSTEAD PLAINS, L. I., July 7.—All the 307 recruits needed for the Seventy-first Regiment are now in camp here. The recruits were drilled to-day, and will have hard work until they go South. It is expected that they will start for Florida on Monday.

The uniforms of the recruits arrived last night. Their blankets and cooking utensils have not yet appeared, neither have Government rations, but the man have been living on coffee, beans, bread, and corned beef, and are not grumbling. As soon as the corned beef cans are emptied they are used in the place of tin cups to hold coffee.

Lieut. William Weigel, who has been in command of the camp since the departure of Gen. Pennington, said to-day that the cooking utensils and clothing for the three newly recruited regiments would arrive at camp within a few days. As soon as they get here the troops will be sent to camp. They will come in detachments or companies as quickly as they are mustered in.

The first of the men to be supplied under the second call are expected by the officials here on Monday or Tuesday. The Two Hundred and First Regiment will be camped on the site formerly occupied by the Seventy-first Regiment; the Two Hundred and Second will have the grounds of the First Provisional; the Two Hundred and Third will have the camp of the Forty-seventh, and the three batteries will be located where the Fourteenth was.

COMMISSION FOR COL. SMITH.

Jersey City Man to Command a New Volunteer Regiment.

Col. Robert G. Smith of the Fourth Regiment, N. G. N. J., Jersey City, was yesterday notified by Gov. Voorhees that he had been appointed to the command of the new regiment of volunteers, which will be designated the Fourth New Jersey. Col. Smith was also notified that Adjt. Benjamin M. Gerardin of the Fourth Militia had been appointed to the same position in the new regiment. Later it was announced that Dr. John J. Broderick had been appointed Surgeon of the regiment.

Col. Smith is Superintendent of the Cunard steamship docks, New York. His home is at 302 Barrow Street, Jersey City. He enlisted in the Fourth Regiment Sept. 5, 1877, and was discharged at the end of his term. He reinlisted shortly after, and was elected Second Lieutenant of the company on Nov. 19, 1884. He was successively promoted to all intervening positions until he became Colonel on July 15, 1897.

Adjt. Gerardin has been a member of the regiment since Feb. 17, 1897. He was made Adjutant on Oct. 1, 1884, and has held the position ever since.

Dr. Broderick has been connected with the Hospital Corps of the regiment since April 1, 1893.

The remaining regimental officers have been decided upon, and are as follows: Lieutenant Colonel—Capt. Gilmore, a retired officer of the regular army; Majors—Thomas S. Chambers of Trenton, John I. Shinn of Burlington, and Henry Lohmann, Hoboken; Quartermaster—Harry C. Valentine, Trenton; Chaplain—The Rev. Father McDowell, Jersey City.

Many Recruits Leave Sea Girt.

SEA GIRT, July 7.—The recruits for the Second and Third Regiments have all been secured and the last of the volunteers for these commands were sworn into the Government service last evening by Mustering Officer William C. Butler. Fifty recruits for the First Battalion of the Third Regiment, at Pompton Lakes, left to-day for that place in charge of Lieut. Ryno. The 222 recruits for the Second and Third Battalions of the Third Regiment, now at Fort Hancock, will go to Sandy Hook to-morrow morning. This evening the 342 recruits for the Second Regiment left for Jacksonville, Fla. The men were in charge of Capt. Murphy.

THE VOLUNTEER ENGINEERS.

PEEKSKILL, N. Y., July 7.—The First Battalion of the First Regiment of Volunteer Engineers had dress parade for the first time this evening at Camp Townsend. Col. Griffin had the men out in battalion formation, and they worked well together.

Private Merriman was brought before a field court-martial to-day to answer to the charge of insubordination. Lieut. Col. H. P. Hodges presided, and a verdict of guilty was found with sentence of ten days' reduction of pay, ten days at hard labor, and reduction to second grade.

Charles P. Allen of Company F is absent from camp without leave, and efforts to find him are being made. He is not yet a deserter, only absent without leave, and has eight days in which to return without being classed as a deserter. It is said he went away because he failed to attain a non-commissioned officership.

Company G was mustered into service this afternoon, and is being uniformed. The officers of the company are Samuel Rodman, Captain; G. W. Bramwell, First Lieutenant, and Walcott Beard, Second Lieutenant.

Fifty-two recruits from Hartford, Conn.; Philadelphia, and New York City arrived at camp to-day.

Last Recruits for the Fourteenth.

The last of the detachment of 330 recruits for the Fourteenth Regiment left the armory in Brooklyn yesterday morning for Chickamauga. There were eight men with Lieuts. Wingate, McNamara, and Bridges.

MISS McPHERSON WEDS.

Miss Edla McPherson, daughter of the late John R. McPherson, ex-United States Senator from New Jersey, was married to Dr. Joseph Muir of this city last Saturday, and is now living with her husband at his home, 254 West Thirty-fourth Street, where his office is also situated. The match was a runaway one.

Senator McPherson died last October in Taylor's Hotel, Jersey City. His widow and daughter have been living at the Hotel Bristol, Fifth Avenue and Forty-second Street. Dr. Muir paid considerable attention to Miss McPherson while she was there, but his suit was not approved by Mrs. McPherson. He is a young physician, whose fortune is yet to be carved out. The daughter, however, smiled on the suitor if the mother did not. Last Saturday evening Dr. Muir drove to the hotel in a closed conveyance, was met by Miss McPherson, and the pair drove together over to Hoboken. There a Magistrate was summoned and the marriage ceremony performed at a hotel.

The couple, it is said, registered as Dr. and Mrs. Joseph Miner, to throw Mrs. McPherson off the scent if she should be pursuing them. On Sunday they returned to this city.

The McPhersons were prominent in Washington when John R. McPherson was there as Senator from New Jersey, and the Senator's daughter was popular in Washington society. She is a tall, attractive-looking young woman.

CHARLES A. HESS ACCUSED

Amasa Thornton Brings His Political Troubles Before Magistrate Flammer.

ALLEGED FORGED CIRCULARS

They Bore the Name of H. H. Brockway and Purported to Quote Him as Telling Electors to Vote for the Hess Ticket.

Amasa Thornton, the leader of the opposition forces to the regular Republican organization in the Twenty-fifth Assembly District at the last primaries, appeared in the West Side Police Court yesterday afternoon and laid some of his political troubles before Magistrate Flammer. Mr. Thornton wanted to swear out a warrant for the arrest of whoever it was who was responsible for sending out circulars on which the name of Horace H. Brockway, the proprietor of the Ashland House, is alleged to have been forged.

According to the assertions of Mr. Thornton and his followers, the circulars on which Mr. Brockway's name appeared were sent out the night before the day on which the primaries were held, and with the purpose of deceiving voters on Mr. Thornton's side. The circulars urged the electors to vote for the ticket of the regular organization. With the circulars was a printed slip which had the Ashland House heading, reading as follows:

To the Enrolled Republican Voters of the Twenty-fifth Assembly District:

Gentlemen: My name attached to the circular signed by Amasa Thornton and others has been attached without my knowledge or consent, and I am heartily in favor of the inclosed ticket.

Respectfully yours, H. H. BROCKWAY.

The inclosed ticket referred to was that of the regular organization.

The New York County Republicans united with the Amasa Thornton men at the primaries, and Mr. Brockway was a member of the Executive Committee of the New York County Republicans. The members of the Brookfield organization were naturally indignant when, after the primaries had been held and the regular organization had won, they heard of the circulars with Mr. Brockway's name attached to them. Their Executive Committee held a meeting a few days later, and, after expelling two members accused of going over to the other side of the party, considered the advisability of expelling Mr. Brockway, too. It was finally decided, however, that an opportunity should be given him to explain matters. Mr. Brockway a short time later said he had not authorized the signing of his name to the circular or the slip that went with it, and that his name had been forged. He had been asked over the telephone for permission to use his name, he said, and had declined to grant such permission.

Mr. Thornton called Magistrate Flammer's attention to the fact that the circulars had been mailed from the branch Post Office Station at 1 Madison Avenue, where the Republican County Committee has its headquarters. He also told the Magistrate that he believed Charles A. Hess, the leader of the regular Republicans in the district, had something to do with sending out the circulars. He said he thought Mr. Hess should be arrested.

The Magistrate told Mr. Thornton to embody his facts in an affidavit. The latter accordingly made out an affidavit, and swore to it. Magistrate Flammer then said he would decide later whether he would issue a warrant or not.

A peculiar thing about the matter is that Mr. Brockway was elected a delegate on the Hess ticket, on which he claimed his name had been used without his consent.

A STATE ELECTION BOARD.

Republican Members of the Senate and Assembly Judiciary Committees Meet in Albany.

ALBANY, July 7.—Some of the Republican members of the Judiciary Committees of both branches of the Legislature and other Republican legislators met in the Capitol to-day and started the work of drafting a bill to divorce the control of elections from the police force in New York City, which is to be presented to the Legislature at the coming session. In the conference were Senators Stranahan, Raines, Krum, Brackett, and Wray, and Assemblymen Armstrong, Brennan, De Graw, Ives, Fish, Stedman, Laimbeer, and Allds. It was decided that the only solution of the question was the creation of a State Bipartisan Election Board.

Little, if any, work was accomplished toward drafting the bill, because of the diversity of the opinions of those in the conference as to its details, and the extent of the power with which the board is to be clothed. Some wanted to give the board power to appoint innumerable special Inspectors to supervise the elections in whatever locality in the State it was thought attempt would be made to run dishonest elections, and give these Inspectors the power to canvass the votes at the polling places. Others desired that the bill be so framed as to give one board general supervision over elections and have it appoint local bi-partisan boards to have immediate supervision over them through their own Inspectors.

The Inspectors are to be appointed in either case in equal numbers from both the prominent political parties. The conference adjourned at 5 o'clock until to-morrow without deciding any of the details definitely.

It is the intention of the Governor and the leaders to keep the expense of the extra session down to a minimum. With this end in view it has been decided that only the following officers will be designated to serve in each House: Clerk, Journal Clerk, Presiding Officer's Clerk, Sergeant at Arms, Stenographer, and assistant doorkeeper, and four pages in the Senate; and three assistant doorkeepers, two messengers, and six pages in the Assembly. These officers will cost the State $132.60 a day for the Senate and $150 a day in the Assembly. The members will receive no pay, but will receive mileage, which will aggregate $5,000. To these expenses must be added those of printing, stationery, and postage. If this plan which has been decided on is adhered to a ten-day session will probably cost less than $12,000.

WILL SEE THE GOVERNOR.

Senator Platt was in his office, in Broadway, the greater part of yesterday, and received calls from several of his political friends. One of these was Louis F. Payn. There were many mysterious conferences, and to-day Edward Lauterbach and Benjamin F. Tracy will go to Albany to see the Governor about the police trouble. Lemuel E. Quigg was to have gone, too, but last night it was learned that he would remain here. It is said that Mr. Lauterbach and Gen. Tracy are going to urge upon the Governor as a last effort before the special session of the Legislature begins the necessity for the proposed Metropolitan Police bill.

Mr. Quigg and Frederick S. Gibbs were together in the Fifth Avenue Hotel last night, and the latter had something to say about the situation. The Legislature, he said, had better not take up the matter at all rather than pass any other measure than one dealing directly with the Police Board. Mr. Gibbs and most of the other local leaders are emphatic in saying that the Governor's reported plan for a Board of Election Supervisors or a Superintendent of Elections would be not only too expensive, but almost useless in preventing frauds.

Elliot Danforth returned from Chenango County last night, after stopping in Albany to see ex-Senator Hill.

"I do not know," he said, "what the Democratic State Committee will do in regard to the special session matter, but I personally do not believe in a special session of the Legislature for partisan purposes. So far as I can see, this session is called for such a purpose.

"So far as it is necessary to secure the vote of our citizens in the field and camp, it is a good thing. Every citizen should have the right of suffrage, whether at home or abroad. But when it comes to interfering with the franchises of great cities, it is a question which should be gravely considered."

Mr. Danforth said he believed the Democratic Party would enter a protest if the Republicans at the special session should interfere with home rule in this city by dealing with the Police Board. He did not know the exact date for the State Committee's meeting, but said it would be toward the latter part of the month.

RED CROSS RELIEF WORK

The Society for the Maintenance of Trained Nurses Now Spending $5,000 Monthly.

IMPORTANT MEETING HELD

The Executive Committee Pledges to Pay the Expenses of 100 Nurses to Cuba and 200 at the Front—Many Subscriptions.

The Executive Committee of the Red Cross Society for the Maintenance of Trained Nurses met yesterday morning at the residence of Mrs. Whitelaw Reid, 451 Madison Avenue. A resolution was adopted pledging the society to pay the expenses of 100 nurses to Cuba, and to maintain 200 nurses after their arrival there. The nurses will be sent as demands are made for them by agents of the Red Cross on the battlefields.

The members of the committee do not attach any importance to the report published to the effect that the military authorities will not allow women nurses to attend the sick and wounded. They say that the nurses will go wherever they can do good, and that when it becomes apparent that they can render assistance in the hospitals, their services will be gladly accepted, as has already been the case at Santiago. It was further stated that only yesterday Mrs. Reid had received a telegram from Miss Laura D. Gill, who is at Tampa, stating that she had been asked to send nurses to field hospitals to attend the wounded brought from Cuba.

At a meeting of the society, held after the Executive Committee had adjourned, Mrs. Louisa Baylies, the Treasurer, submitted a report showing that since the previous meeting the society had received contributions amounting to $6,911.05, as follows:

J. W. Castree, $50; Dr. R. B. Contant, $10; Mrs. Trenor L. Park, proceeds of an entertainment at White Plains, N. Y., $1,990; from a sewing class, through Miss Alice Fellowes, $1; Miss Rosalie De Forrest, $1; Miss Mary Park, $1; Mrs. Alexander Duer Irving, $25; Mrs. Coolidge, $5; Mrs. William C. Casey, $15; Mrs. Dykeman Van Doren, $10.

From Scarborough Branch.—Mr. and Mrs. Charles Becker, $50; William Kingsland, $50; Walter W. Law, $25; Miss Catherine B. Campbell, $100; Miss Maria L. Campbell, $100; I. T. Williams, $100; Mrs. A. Montant, $5; Mrs. Cornelius Vanderbilt, $1,000; Mrs. Benjamin Harrison, $50; Mrs. G. G. Freilinghuysen, $25; Mrs. A. G. Stout, $5; Mrs. J. B. Simpson, $20; Mrs. Arthur V. Briesen, $25; Messrs. Brower brothers, $25.

Frim Seabright N. J., Branch, through Mrs. Malcolm Graham, Treasurer, $2,273.05; Miss Virginia Fair, $250; Mrs. W. Scott Hoyt, $100.

Through Mrs. E. P. Steers: Miss P. C. Swords, $25; Mrs. S. Lawrence, $25; Mrs. F. E. Doughty, $25; Mrs. George R. Van De Water, $5; Mrs. J. H. Washburn, $25; Mrs. Alfred Roe, $5.

Through Mrs. W. L. Bull: J. P. Robinson, $100; J. H. Whitehouse, $25; R. G. Dun, $250; Mrs. Charles Stewart Smith, $25; William Alexander Smith, $25; Miss A E. Bouvier, $25; the Misses Boldwin, $10; Mrs. Morgan Dix, $30.

The Treasurer also reported the following monthly subscriptions received since the previous meeting.

Mrs. Whitney Warren, $10; Mrs. J. W. Auchincloss, $10; Miss A. B. Jennings, $25; Mrs. H. H. Hollister, $10; W. K. Vanderbilt, $100; Mrs. Hicks Arnold, $25; Mrs. R. Fulton Cutting, $100; Mrs. F. Delafield, $10; Mrs. G. W. Wickersham, $5; Mrs. R. Hoe, $50; Miss Annie Leary, $20; Mrs. W. D. Sloane, $200; Mrs. David Wolfe Bishop, $100; Miss Bergh-Brown, $10; Anonymous, $25; Moses Taylor, $25; Mrs. David Wolfe Bishop, $25; Miss Annie Leary, $5; Mrs. Marion Story, $75; Mrs. G. F. Shrady, Jr., $10; Mrs. A. T. Comphill, $1; Mrs. Lewis Thompson, $100; Mrs. Whitney Warren, $40; White Plains Presbyterian Church, $125; White Plains Episcopal Church, $215.

The monthly subscriptions now amount to $2,400.

At yesterday's meeting the following subscriptions were handed in by Misses Ida and Mary Ambrose:

New York and Brooklyn Ferry Company, $100; Thirty-ninth Street and Brooklyn Ferry Company, $75; Union Ferry Company of New York and Brooklyn, $50; Rapid Transit Ferry Company of Staten Island, $25; J. W. Ambrose, Pier 2 East River, $35; F. A. Potts, $100; Theodore A. Crane's Sons, $25; Andrew Phalon & Co., $25; Vanderbilt & Hopkins, $25; Chilton Manufacturing Company, $10; American Compositor Company, $10; A. H. Pallock, $10; Munkenbeck Brothers, $5; F. W. Starr, $5; Miss Nellie Archer, $10. Total, $500.

The society is spending about $5,000 per month.

WOMEN'S PATRIOTIC RELIEF.

An Ice Plant for the Yankee to be Purchased, and Two Entertainments to be Given.

The Women's Patriotic Relief Association met yesterday morning at the Hotel Manhattan, Mrs. Trautmann presiding. Contributions since the last meeting were reported, as follows: American News Company, $100; John P. Townsend, $50; A Lady in Brooklyn, $27. Mrs. Charles Carroll turned over $500, the proceeds of a lawn party given recently on Staten Island, and it was decided to start a fund with this sum to purchase an ice plant for the Yankee. If the plant can be procured in time it will be put on the cruiser before she leaves here; if not, it will be shipped when purchased. Mrs. Carroll sent a large supply of edibles to the men on the Yankee Wednesday, and this morning a fresh supply will be taken to them by women and children from the east side.

The association has secured rooms at 27 West Thirty-third Street, and in a day or two will be prepared to receive contributions of meats and vegetables which, upon written order, will be distributed among needy families. A special appeal will be made to butchers and grocerymen to contribute to this department of the association's work.

The association decided to give an outdoor entertainment at an early date for the benefit of needy families of soldiers. A committee was appointed to see the Park Commissioners and obtain their consent to use a portion of Central Park. If this request is not granted some other place will be secured large enough to accommodate 10,000 persons. It will be an all-day entertainment, with an excellent programme throughout.

Another entertainment was decided upon for some time in September. This will be for the benefit of those who were dependent upon George C. Crowley of Company M, Seventy-first Regiment, who was killed at Santiago. This young man lived at 1,026 Jackson Avenue, and was the sole support of two brothers, two sisters, and a grandmother. He was only eighteen years of age, and was employed as a typewriter by Trautmann, Bailey & Blampey, 312 Broadway. All the circumstances connected with the case make it a most pathetic one, and have aroused the sympathy of the association to an unusual degree. Of the 600 families now being helped by the association this, so far as is known, is the only case where the absent soldier has been killed.

Mrs. W. T. Sampson, wife of Admiral Sampson, will attend the next meeting. She is a member of the Glen Ridge Auxiliary.

Red Cross Contributions.

The following contributions, amounting to $2,590, were received yesterday by Treasurer Tappen of the Red Cross at 320 Broadway: Choir of St. George's Church, city, $250; Mrs. R. G. Rolston, $100; Mrs. Elizabeth C. Maghee, $50; Richard M. Brouno, $10; Mrs. William C. Taylor, $10; S. Q. Brown, $100; C. H. Hunter, $25; Hoeninghaus & Curtiss, $100; Lewis & Conger, $25; E. C. Bliss, $50; John H. Cuberst, $10; Sullivan & Cromwell, $100; Miss Eliza S. Hoxie, $50; Miss A. W. Hartwell, for school children of Mercer County, N. J., $10; Mrs. M. S. Stockbridge, $50; Mrs. Mary J. Munsill, $100; "A Friend," $50; the H. B. Claflin Company, $1,000; G. Amsinck & Co., $250; Lehman Brow, $250; total, $2,590.

CABLEGRAM FROM MISS BARTON.

It Tells of Sad Scenes at the Front, and of Noble Work Being Done.

The following cablegram from Miss Clara Barton, dated at Siboney, July 6, was received here yesterday by her brother, Stephen E. Barton:

"Came from Shafter's front in the night for food and clothing for refugees who are leaving Santiago by the thousands starving and naked. The State of Texas has gone to Port Antonio for ice to save her meat. Will return to-morrow. Are sending supplies to refugees, all we can from both camps by army wagons and pack mules. It is nearly impossible to land supplies; high tides, no docks, surf terrific; our ship yawls cannot stand in the surf. Have mended one old broken flatboat which our men drag ashore in the surf waist deep. No transportation. Horse and packer's tent would be helpful. Wounded men taken from our operating tables are laid on the ground, often without blankets or shelter from the rain or sun. As others die their clothing is taken to put on the naked to get them down to Siboney, ten miles, over roads that upset army wagons. Mrs. Gardner, myself, and whole working force of the Red Cross at the front are in direct range of the sharpshooters. Lesser and the nurses are doing splendid work at Siboney. The men are brave as lions. Shafter is acting wisely and humanely, doing all he can. We return to the front at once."

Jersey City May Set Aside $25,000.

Ex-Assemblyman Frank O. Cole of Jersey City yesterday called on Mayor Hoos with a proposition that the city should provide for the families of members of the Fourth Regiment who may need aid while their bread-winners are at the war. Mr. Cole proposes that $25,000 be set apart for the relief of the volunteers' families, which, he says, may be legally done as a war expense. He said the money could be distributed by Overseer of the Poor John E. Hewitt, and that Miss Cecilia Bradford of the Whittier House had volunteered to assist in the work. Mayor Hoos said he would lay the proposition before the Board of Finance at its next meeting.

Thanks from the War Board.

James H. Taylor of the Lower Wall Street Business Men's Association yesterday received a letter from O. P. Crowninshield of the War Board thanking the association for sending to Admiral Dewey's fleet a library of books and magazines. Arrangements are being made to send a library to Admiral Sampson's fleet. It is requested that all contributions of reading matter (other than newspapers) and games, such as cards, checkers, dominoes, or chess, be sent to Secretary A. Wakeman, at 98 Wall Street, and that contributions of money be sent to H. Kirby, Treasurer, Coffee Exchange Building, Hanover Square.

PASSING OF THE "BOILER GANG."

Two Policemen Capture Young Desperadoes in Their Lair.

Two policemen of the Morrisania station yesterday succeeded in breaking up the "boiler gang," freely admitted by its youthful members to be as desperate and daring a band of desperadoes and daredevils as was ever taken into custody.

For some time past the merchants and people around Morris Avenue and One Hundred and Thirty-eighth Street have suffered from the depredations of small boys, who stole fruit from the stores, smashed show cases in front of shoe stores, and committed other nuisances. Detectives Mallen and Andrews got after the boys and captured Franklin Pierce, twelve years old, of 664 East One Hundred and Forty-eighth Street; Max Bartels, fifteen years old, of the same place, and Joseph McGlory, twelve years old, of 2,980 Third Avenue. These three then divulged their identity as highwaymen, and made known the existence of "The Boiler Gang."

The headquarters of this sanguinary band were in an old steam boiler in a vacant lot at Morris Avenue and One Hundred and Thirty-eighth Street. "Willie" Myers, twelve years old, of 545 East One Hundred and Forty-fifth Street, was described to the police as "de Cap'n of de gang." The membership was limited to ten, and regulations were prescribed for the election of successors to members that might be killed off from time to time. Each boy was compelled to wear a sweater and know a code of signals that would do credit to an Oriental lodge.

The two policemen, acting on this information, organized themselves into a posse and raided the lair. The entire gang was captured, including the Captain. Some old sabres, a couple of revolvers, a picture of a skull and crossbones, and enough dime novels to fill a bushel basket were found by the police in the rendezvous and confiscated. Each of the boys was highly elated over his success in landing behind the bars. They were sent to the Gerry Society.

VISITING DAY ON THE YANKEE.

Many Friends of the Sailors Went on Board the Cruiser Yesterday—She May Sail To-day.

It was visiting day on the Yankee yesterday and many of the Naval Militiamen received their friends. The men had been working hard all day long, painting the vessel, taking on stores and coal, cleaning decks, and doing other odd jobs that fall to a sailor's lot. None of the men was allowed shore leave, and consequently all their friends had to go to Tompkinsville and then out to the Yankee in row boats. The boatmen did a thriving business all the afternoon, and for a long time the Yankee was the centre of a flotilla of small boats.

When the visitors were allowed on board they swarmed to all parts of the ship. The sailors were somewhat dirty after their hard day's work, but that made no difference with the visitors, many of whom were mothers, fathers, wives, or sisters of the sailors. They were mostly daintily attired, and contrasted strangely with the brown faced, hard-handed tars, who were kept busy giving accounts of their adventures since they left port last. They had to show the ship, point out the different places in which they stood during action, explain how the guns were fired, and tell what it felt like to have shells raining all around. Nor did they forget to exhibit their mascot, a small yellow dog, which was captured on the fishing boat that they burned near Batabano. It was late in the evening when the visitors left, and the tars got to work again preparing for their next voyage.

Capt. Brownson, who is in command of the Yankee, has received orders from Washington, but what they are no one knows. The men think that the vessel has been ordered to prepare for a voyage to Spain, along with the other vessels that are to form Commodore Watson's squadron. They have taken on coal and supplies for a long voyage, and yesterday afternoon tons of mail matter that had been taken on for the sailors in the fleet in Cuban waters were put ashore again.

It is probable that the Yankee will go to sea to-day.

BROOKLYN HEIGHTS RAILROAD.

Work Begun on the Improvement of the Sea View Elevated Branch.

The Brooklyn Heights Railroad Company began work yesterday on the Sea View elevated railroad property, which runs between Coney Island proper and Brighton Beach. The improvements include the building of several hundred feet of bulkhead and the filling in of property which will reclaim several thousand square feet of ground. Two terminals are to be built—one at the entrance of the Brighton Beach Hotel and the other at the Brighton Beach race track. It is expected that the work will be finished within two weeks, and the cost is estimated at $20,000.

The old engines and cars that have been used for the past years will be abolished and electric motor cars will be substituted. For this year the road will be run independently of the Heights Railroad, and no transfers will be given from the latter.

The company intends continuing the Sea View from Coney Island to Manhattan Beach, and negotiations with that object in view are now under way. Should this be done, the Marine Railway will be abolished.

Wholesale Dog Poisoning Reported.

An epidemic of dog poisoning has broken out in the Annexed District, where more than thirty valuable animals have been poisoned within the past three days. A similar case of wholesale poisoning occurred in the same district a year ago, when more than 100 dogs were made away with in the same manner. The killing of the dogs last year was followed by a series of burglaries that terrified the neighborhood, and the residents fear a repetition of those experiences. Within the last twenty-four hours the following, among other, residents of Sherwood Street and Marion Avenue have lost dogs: Mrs. Charles Standfast, a shepherd dog; Mrs. James Morris, two fox terriers; Albert Van Houton, a Newfoundland and a collie; Halsley D. Smith, a valuable St. Bernard; James McMahon, a fox terrier, and Hugh Kelley, two fox terriers.

An Aged Man's Suicide.

Andrew Roesslein, sixty-eight years old, who lived alone in three rooms on the third floor of the rear tenement at 39 Avenue A, committed suicide by hanging some time between 9 A. M. and noon yesterday. Several years ago he was a compositor, and afterward went into the news business. Then he retired, and was supposed to have a comfortable fortune. No bankbook or other evidence of wealth was found in his room, however.

LESSON IN SHIPBUILDING

Naval Experts Learn Something from the Fight with Cervera's Fleet.

OUR VESSELS A GOOD TYPE

Apparent Justification of the Plans Adopted for the Construction of New Battleships.

WASHINGTON, July 7.—The details of the naval battle off Santiago Sunday, which resulted in the destruction of Cervera's fleet, as received here go to show that it was practically a ship-to-ship fight, in which four American vessels—the Oregon, Iowa, Texas, and Brooklyn—were pitted against the Colon, Vizcaya, Maria Teresa, and Oquendo. The fact that in spite of their nominally superior speed the Spanish ships were run down and destroyed by our swift cruiser, the Brooklyn and the three battleships is likely to add a new element to the discussion of the question of the speed of the new battleships to be built for the American Navy.

From the time that Admiral Cervera's squadron became a factor in the naval situation much unfavorable criticism was indulged in of the lack in our navy of fighting vessels of the type represented in that squadron, combining effective protection, heavy armament, and great speed. Since that time the building of three new battleships has been authorized by Congress, and the Board on Construction of the Navy Department, which decides on the designs for war vessels, subject to the approval of the Secretary of the Navy, has been criticized for not planning the new ships for a greater speed than sixteen knots an hour. The board has even been represented as opposing the designing of the new vessels with an increased speed because of a desire to save either time or trouble in the preparation of new plans.

An Answer to Criticism.

By Navy Department officials who are familiar with the causes leading up to the adoption of the present plans, which are essentially duplications of those drawn for the Illinois class of battleships, now building, it is felt that injustice has been done the board in these criticisms. The Board on Construction is composed of the chiefs of the Bureaus of Construction and Repair, Equipment, Ordnance, and Steam Engineering. The decision to make the new battleships substantially duplicates of the Illinois was, it appears, unanimous, and was based on the belief that the vessels, when so designed, with such slight modifications as had suggested themselves and such improvements as had been made since the Illinois type was planned, would be thoroughly up to date.

Attention is directed to the fact that there are many elements to be considered in the design of a battleship besides that of speed. That question has been thoroughly canvassed by the Navy Department in years past, and the fixing of a sustained speed of sixteen knots an hour for our battleships was made after careful consideration of the question in all its bearings. It is an easy matter, it is pointed out, to increase the speed of ships, but without sacrificing their offensive and defensive qualities it can only be done by increasing their size. On this point it is shown that in comparing our war vessels with those of European nations, one limitation to which they are subject usually is overlooked.

Draught a Great Item.

In consequence of the limited depth of water in most of the harbors on the American coast, it has come to be an unwritten law of naval construction in this country that the draught of the largest of our warships, in their normal condition, shall not exceed 24 feet. Most of the big battleships of European navies draw 27½ feet, and two ships of the Italian Navy have a draught of over 31 feet. Depth is a most important factor in increasing displacement, and as it is limited in this country by the shallowness of our harbors to 24 feet, increased displacement must be sought in either length or breadth or both.

In designing a battleship of more than 12,000 tons displacement with the draft limited to 24 feet, the increased volume, if gained by lengthening, would result in a vessel of too great length for efficiency, increasing the weight of defensive material and reducing her handiness in squadron evolutions. If the beam alone be increased the vessel would, it is pointed out, be too wide for many of our docks and would afford an uneasy and highly unsatisfactory gun platform.

It is further held by many naval authorities to be extremely doubtful whether a higher speed than 16 knots an hour would prove of practical value to a heavy fighting ship. For steaming long distances such a speed could not be used, and no squadron ever manoeuvred or was any naval battle ever fought at as high a rate of speed as that.

A great deal has been said of the superior speed of Admiral Cervera's late squadron, but while those ships were credited with a speed of twenty knots "on paper" and in the imaginations of nervous Americans, it is shown that they never, from the time they appeared at the Canaries and became the bugbear of every American alarmist, showed an ability to "get there" at a higher rate of speed than ten knots. The fact that all four of them were overhauled and sunk by our cruiser Brooklyn and battleships of far less nominal speed, although the Spaniards had the advantage of a start at full speed, is regarded as convincing evidence of the futility of their boasted swiftness.

Spanish Ships Not Battleships.

Moreover, it is urged that these four Spanish vessels were not battleships, but armored cruisers, and that the vessels this country is now about to build are to be battleships.

Naval constructors furthermore contend that the New York and Brooklyn are fully as powerful, ship for ship, and faster, and they point to the ease with which the Brooklyn caught and defeated the Colon as proof of the contention.

To give the new battleships about to be contracted for sufficient power to attain a speed of eighteen knots would necessitate an increase of about a thousand tons in their displacement and of from thirty to thirty-five feet in their length. When the type was decided on by the Board of Construction, it was agreed that the Engineer-in-Chief should be at liberty to put in any different type of machinery desired by him, provided that it should absorb no more weight or space than that of the Illinois and her sister ships.

He made the proposition to install water-tube boilers, which would have occupied greater space and reduced the coal supply, although he estimated that the steaming radius would not be thereby reduced, owing to the greater economy of the water-tube boilers. The Chief Engineer's proposition was not, however, to increase the speed of the ships, as has been contended, it being proposed to get the same power out of the improved boilers as with the present machinery.

Sheathing Desirable.

All experienced shipbuilders know that it is one thing to so design a ship as to make a certain speed on her trial trip and quite another thing to so build her as to enable her to keep that speed on a protracted cruise. Of the four battleships now in Cuban waters three have been in the water for more than a year. If these ships had been sheathed according to the plan long advocated by Chief Naval Constructor Hichborn and other naval experts, they would, it is believed, have been capable of maintaining the speed for which they were designed or their squadron speed with greater economy of coal consumption. As it is, with their steel bottoms made foul by the heavy tropical sea growth, it is considered doubtful whether they could now develop more than eleven knots an hour. With the foul bottoms they expend as much fuel to maintain this reduced speed as they would for their maximum speed with clean bottoms.

Experience has shown that the average speed of heavy fighting ships for all conditions of steaming will vary very little whether they are rated as 18 or 16 knot ships. Nearly all their steaming in either case will be at about 10 knots. As it is impossible for them to use the extreme speed on ocean voyages on account of the necessity of economizing fuel and as it has been found impracticable to utilize it in squadron evolutions in action, the consensus of opinion in the Naval Board on Construction was that it would not be good policy to make great sacrifices in other directions to attain it in the three new battleships for which contracts are soon to be let.

AMERICAN WINS AT HENLEY

B. H. Howell Captures the Diamond Sculls, Breaking Two Records in a Day.

LEANDER'S GRAND CHALLENGE

She Beats First Trinity, Cambridge, for the Cup for Eights—Caius College Boat Disabled by Running on Piles.

LONDON, July 7.—Although lacking its usual international character, the Henley royal regatta, which began on Tuesday, has been eminently successful as a society function. The weather has been perfect. An interesting fact in connection with the regatta is that B. H. Howell, the American oarsman of Trinity Hall, Cambridge, created a new record for the Henley course, winning the first heat for the Diamond Challenge Sculls from A. F. G. Everitt of the London Rowing Club in 8:32.

Howell afterward won the final heat for the diamond sculls, defeating H. T. Blackstaffe of the Vesta Rowing Club. He lowered his previous record to 8:29.

The results of the finals to-day are as follows:

The Grand Challenge Cup, for Eights.—Leander beat First Trinity, Cambridge, by three-quarters of a length. Time—7:13.

Wyfold Challenge Cup, for Fours.—The Kingston Rowing Club, (holders of the cup,) paddled home alone, beating the crew of Caius College, Cambridge, who ran into the piles and disabled their boat.

Nickall's Challenge Cup and Silver Goblets, for Pair-Oars.—The Thames Rowing Club crew beat the crew of Jesus College, Cambridge, by eight lengths. Time—8:44.

Stewards' Challenge Cup, for Fours.—The crew of the Leander Club, (holders of the cup,) beat the crew of New College, Oxford, by one and a quarter lengths. Time—7:42.

Diamond Challenge Sculls.—B. H. Howell, the American oarsman of Trinity Hall, Cambridge, beat H. T. Blackstaffe of the Vesta Rowing Club. Howell won by three and a half lengths and created a new record, his time being 8:29.

In the race for the Diamond Sculls last year Ten Eyck of Worcester, Mass., succeeded in winning the trophy, beating Blackstaffe, who in a previous heat had rowed this course in the record time of 8 minutes 34 seconds, 2 seconds faster than any previous race.

Ladies' Challenge Plate, for College and School Eights.—Eton College, (holders of the trophy,) beat First Trinity, Cambridge, by three-quarters of a length. Time—7:08.

Thames Challenge Cup, for Eights.—Trinity College, Oxford, beat the Cooper's Hill Boat Club crew by two and a quarter lengths. Time—7:19.

Visitors' Challenge Cup, for College and School Fours.—New College, Oxford, beat University College, Oxford, by two and three-quarters lengths. Time—7:37.

TENNIS TOURNAMENT.

Middle States Championship Will Be Decided at Orange To-day.

In the Middle States tennis championships on the courts of the Orange Lawn Tennis Club, at Orange, N. J., the semi-finals in the singles were played yesterday afternoon. S. C. Millett of New York, by his victory over George H. Miles of Orange, and M. D. Whitman, by his victory over E. P. Fischer of New York, will meet in the finals to-day, and the winner will become Middle States champion, winning the championship match from W. A. Larned, who is with Roosevelt's Rough Riders, by default.

In the doubles to-day Fischer and Millett will play Forbes and Ware in the semi-finals, and the winners, later in the afternoon, will meet Whitman and Carleton in the finals. The scores follow:

Championship Singles, Semi-final Round.—M. D. Whitman of Harvard beat E. P. Fischer of New York 6-3, 3-6, 6-3; S. C. Millett of New York beat G. H. Miles of Orange 6-4, 6-2.

Championship Doubles.—First Round—J. D. Forbes and L. E. Ware beat W. F. Clothier and F. W. Fort, 1-5, 6-0, 6-1.

AT THE HOTELS.

ALBEMARLE—Capt. I. R. Beers, Panama Railway Company.

FIFTH AVENUE—Col. A. M. Shook, Nashville.

MANHATTAN—Martin A. Knapp, Inter-State Commerce Commissioner, Washington; C. A. Hartwell, Honolulu.

PARK AVENUE—W. Weedon Adams, London; Col. J. W. Fleming, Victoria, Texas.

WALDORF—Dr. Drefenbach, Stuttgart; Gen. William F. Draper, United States Ambassador to Italy; H. Ostenau, Bolivia; W. Dicksheath, Hamburg.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Arnstein, M. B., & Co., Knoxville, Tenn.; Mrs. Griffin, millinery, ladies' and infants' wear, 7 Mercer Street; Stuart House.

Brigham, D. H., & Co., Springfield, Mass.; Miss M. Connelly, ladies' and infants' wear; Broadway Central Hotel.

Brown, Thompson & Co., Hartford, Conn.; H. B. Strong, clothing and upholstery goods; 2 Walker Street.

Berno, J. D., & Co., Pittsburg, Penn.; S. M. Rose, millinery; Hotel Normandie.

Berno, J. D., & Co., Pittsburg, Penn.; A. A. Aughinbaugh, ribbons; Westminster Hotel.

Cohen Company, the, Richmond, Va.; W. Perlstein, carpets and upholstery goods; 45 Lispenard Street; Hotel Marlborough.

Crouse & Brandegee, Utica, N. Y.; C. B. Crouse, woolens; 34 Thomas Street; Hotel Waldorf.

Clairborn, Brown & Co., Knoxville, Tenn.; W. T. Clairborn, clothing; Broadway Central Hotel.

Denver Dry Goods Company, Denver, Col.; W. R. Owen, furniture, ladies' and infants' wear; 487 Broadway; Hotel Manhattan.

Dwyer Brothers, New Orleans, La.; E. G. Le Grau, notions, laces, and fancy goods; 43 Leonard Street.

Edwards, E. W., & Sons, Syracuse, N. Y.; D. M. Edwards, dry goods; Hotel Albert.

Englehart-Davison Mercantile Company, St. Joseph, Mo.; J. L. Davidson, notions and fancy goods; Gerlach Hotel.

Ely & Walker Dry Goods Company, St. Louis, Mo.; W. E. Morgan, laces, white goods, and upholstery goods; 208 Church Street; Gerlach Hotel.

Eiseman & Weil, Atlanta, Ga.; S. Weil, clothing; St. Denis Hotel.

Fahnley & McCrea, Indianapolis, Ind.; F. Fahnley, millinery; Hotel Marlborough.

Frear, William H., & Co., Troy, N. Y.; W. P. Armitage, domestics; Continental Hotel.

Fisk, D. B., & Co., Chicago, Ill.; J. S. Frasher, flowers and feathers, 621 Broadway; Hotel Manhattan.

Gross & Strauss, Boston, Mass.; B. Strauss, white goods, gloves, and hosiery; 138 Spring Street; St. Cloud Hotel.

Goldenberg, J., Washington, D. C.; dry goods; Grand Hotel.

Griffiths Brothers, Indianapolis, Ind.; W. H. Griffith, millinery; Grand Hotel.

Goldenberg, M., Baltimore, Md.; dry goods; Grand Hotel.

Hart & Co., Cleveland, Ohio; F. W. Hart, millinery and fancy goods; 621 Broadway; Murray Hill Hotel.

Harris, Emery, Company, Des Moines, Iowa; J. G. Woods, carpets and upholstery goods; 45 Lispenard Street; Murray Hill Hotel.

Hoefle, H., Cincinnati, Ohio; millinery; Broadway Central Hotel.

Halle Brothers, Cleveland, Ohio; S. P. Halle, notions; Hoffman House.

Hochschild, M., Baltimore, Md.; furnishing goods; Hotel Gerlach.

Jones & Podmore, Troy, N. Y.; J. W. Podmore, jewelry; Astor House.

Lazard Company, New Orleans, La.; H. Capdon, furnishing goods, 258 Church Street; Hotel Marlborough.

Meyer, J., & Sons, Richmond, Va.; C. J. Schlesing, housefurnishing goods; 51 Lispenard Street; St. Denis Hotel.

McCarthy, D., & Sons, Syracuse, N. Y.; B. L. Young, upholstery goods; 48 Leonard Street; New Amsterdam Hotel.

MacInnes, J. C., Company, Worcester, Mass.; T. J. Fitzpatrick, domestics and linens, 55 White Street; Broadway Central Hotel.

Marks, M. H., & Co., Cincinnati, Ohio; H. E. Marks, woolens; 727 Broadway; Hotel Marlborough.

Neal & Hyde, Syracuse, N. Y.; J. I. H. Wright, ladies' and infants' wear and upholstery goods; 258 Church Street; Murray Hill Hotel.

Oppenheim & Co., Baltimore, Md.; A. J. Oppenheim, woolens; Broadway Central Hotel.

Odell Manufacturing Company, Concord, N. C.; W. Odell, piece goods; Hotel Imperial.

Porter, J. J., & Co., Pittsburg, Penn.; J. J. Porter, millinery; F. L. Gullett, millinery; T. A. Marter, millinery; Broadway Central Hotel.

Sullivan, Hettrich & Co., Philadelphia, Penn.; J. C. Sullivan, hosiery; St. Denis Hotel.

Shaw & Sassaman Company, Toledo, Ohio; E. L. Sassaman, notions and white goods; Westminster Hotel.

Stein, Bloch Company, the, Rochester, N. Y.; L. Block, clothing; 718 Broadway; Hotel Savoy.

Seelig, S., & Co., Helena, Montana; S. Seelig, clothing and furnishing goods; 22 Howard Street; Hoffman House.

Ullman, William, & Son, Selma, Ala.; W. Ullman, domestics, dress goods, cloaks and suits; H. V. Ullman, notions; 478 Broadway; Hoffman House.

Wilson Brothers, Chicago, Ill.; R. J. Wilson, furnishing goods; Murray Hill Hotel.

Wieboldt, W. A., & Co., Chicago, Ill.; W. A. Wieboldt, millinery; W. A. Wieboldt, Jr., millinery; S. Holdt, millinery; H. Bleidt, millinery; Hotel Albert.

Whitcomb, L. H., & Co., Cleveland, Ohio; W. L. Jupt, millinery; A. F. Baxter, millinery; Broadway Central Hotel.

Wanamaker, John, Philadelphia, Penn.; C. G. Darnell, hosiery, Broadway and Tenth Street; St. Denis Hotel.

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TO READERS GOING OUT OF TOWN.

The New York Times will be mailed, daily and Sunday, for $1.00 per month, and the address changed as often as desired.

THE TALK OF PEACE.

We must hold ourselves ready at all times to receive Spain's overtures for peace. Meanwhile let us keep our powder dry and hurry on the troops and guns to SHAFTER.

The time is overripe for some intimation from Spain that she wishes to make peace. When the progress of a war has demonstrated the decisive superiority of one of the belligerents and has made the defeat of the other an absolute certainty, honor and custom permit and humanity constrains the inferior power to inquire what terms will be offered or itself to offer terms. Every kind of honor but Spanish honor is satisfied by such a demonstration, and hardly any civilized nation, except Spain, would insist that its soldiers must be sacrificed for no other purpose than to keep a pusillanimous Ministry in power.

We cannot expect Spain to submit to the guidance of custom or to yield to the impulse of humanity. It is at Santiago, not at Madrid, that Spaniards are being shot, and the Spaniards at Madrid are in control. They have talked much of fighting to the last, of continuing their heroic resistance so long as a Spaniard remains on Cuban soil, and all that sort of thing. The worst of it is they are capable of being as foolish as they talk. We can put no great reliance, therefore, on reports imputing to them an intention to sue for peace at once, although the hard treatment we have given them may have put them in a peacemaking and therefore un-Spanish frame of mind. Something may be expected from the influences of the powers upon the Madrid Government. Of that we shall know only by its effects, for the worthless press of the Continent gives us no true notion of what either the Governments or the people desire. We can only strike and wait. There is more pacific virtue, we fear, in our shells than in the wisdom of the Spanish Government.

OUR HAWAIIAN ISLANDS.

Now that the Hawaiian Islands are so soon to be a part of our territory, let us see how well we can govern them and to what good uses they can be put.

We have opposed annexation, first because we could not forget or condone the crime of JOHN L. STEVENS, our Minister, of which we have now taken advantage contrary to law and morals; second, because there is a dirty money job at the bottom of the annexation scheme; third, because we did not at all like this new brand of Americans, the least pleasant to sit with at table or in church of any human beings we could find on the habitable globe; and while admitting that if we keep the Philippines we ought to take Hawaii, we have felt that annexation in the one case should wait upon the other. But those are all matters of the past. We shall find it more profitable to turn our eyes to the future.

There need be no doubt of our capacity to govern well this new possession. We can do well any reasonable thing in which American brains and character have a fair chance. It all depends at the outset upon WILLIAM MCKINLEY. He has been an eager annexationist. With the satisfaction of his wish comes the assumption of responsibility.

If he opens a political huckster's shop and peddles out Hawaiian places, if he horrifies the country by sending some Russell A. Alger to take charge of the islands and makes the Hawaiian civil service a refuge for the friends of Senators and Congressmen, we shall be in for all the scandals and revolting corruption that the opponents of annexation have feared and foretold. If there be such a thing as retribution for the crimes that nations commit against each other the lawful rulers of Hawaii will be able to say that their wrongs have been suitably avenged.

We sincerely hope it will be otherwise. The President will have no great trouble in finding an able and honest man to take the office of military or territorial Governor of Hawaii. As there can be no voting there—in this case we must govern without the consent of the governed—plain stealing will be the temptation to which our public servants in Hawaii will be most exposed. There will be little of that, and none in the chief places, if the President looks to results and not to politics.

THE STRUGGLE FOR LIFE ON THE BOURGOGNE.

That the officers of the Bourgogne lost their lives does not prevent the horrible scene of savagery that followed the collision from being a national disgrace. It is quite true, and it is highly discreditable, that the discipline upon all the ocean liners is very loose. There is enough to insure obedience on the short trips across the Atlantic so long as everything goes smoothly. But let a disaster happen and panic terror takes possession of crews as well as passengers, and the instinct of self-preservation takes precedence of every other sentiment. It is true that it is hard to build up and maintain discipline under the existing conditions of the transatlantic trade. The crews are shipped by the trip, although almost all of them are re-engaged for trip after trip, and their employment is in reality during good behavior. One long voyage, however, is far more favorable to discipline than a succession of short passages, at the end of any one of which a man who thinks himself aggrieved may throw up his place. Such a hideous spectacle as was presented after the injury to the Bourgogne ought to induce reflection upon the part of the managers of all the ocean lines, and make them consider whether it be not practicable to introduce a better system.

But, unfortunately, it is not what is common to all transatlantic lines and steamers that makes this story most revolting, but what is peculiar, so far as the direct evidence goes, to this ship. That the ignorant and imbruted men who in time of disaster collect from the decks or tumble up from the firerooms should undertake to possess themselves of the boats to the exclusion of the passengers is not at all wonderful. That they should be permitted to do so is disgraceful. We cannot expect, perhaps, that boat drill should be systematically practiced on six-day trips, though that is by no means clear. What we can expect is that every boat on a liner should be in charge of an officer whose business it is to manage it, to designate who shall go in it, and to prevent unauthorized persons from taking possession of it. There are not boats enough on any great liner to save all the ship's company when the ship is filled to her capacity. But whether or not this deficiency is excusable, no excuse can be accepted for not making use to the utmost of what boats there are. In the case of the Bourgogne, boats were left dangling at the davits when the steamer went down which might have saved scores and hundreds of human beings if arrangements had been made beforehand for the launching of them, for which there was ample time. This is a disgrace to the officers, a disgrace to the owners, a national disgrace.

We say a national disgrace advisedly, because we do not believe that in the annals of the British or the American mercantile marine any parallel can be found to that spectacle of unchecked cruel and brutal selfishness that was shown when the Bourgogne went down. The officers at least on such steamers are a permanent and disciplined force. By every boat in such a steamer would have stood an officer ready to shoot down the sailor or the fireman who undertook to take it or to occupy it without orders. The terrified savages who ran amuck with knives on the Bourgogne's deck or who clubbed helpless women in the water would have shrunk back and preferred the chance of being drowned to the certainty of being shot. That is the choice which has been offered to such panic-stricken wretches in other shipwrecks, and they have never failed to choose the side of decency as the side also of the lesser danger. There was nothing on the Bourgogne to prevent the triumph of bestiality which was witnessed there, and this is the fact which will form a lasting disgrace to the French merchant marine.

THE "TRIPLE FORCE" AT SANTIAGO.

Admiral CERVERA has made, upon the whole, a very favorable impression upon the American people. There was something genuinely chivalric about his recognition of HOBSON'S gallantry. There is something genuinely manly about his recognition, in his official report from captivity to Marshal BLANCO, of the "noble generosity" with which he and his fellow-prisoners have been treated. At the same time he should not permit himself to misstate the circumstances of the encounter in which he failed, nor be permitted to do so without prompt exposure.

This he does in his report, in which he takes occasion to disclaim responsibility for the escapade which scarcely offered a chance of escape by transferring it to Marshal BLANCO, whether the "orders" under which the Admiral acted originated in Havana or in Madrid. Admiral CERVERA says, and Marshal BLANCO repeats, that his squadron was engaged against "forces more than triple" his own. This is a wild exaggeration. The Brooklyn, Oregon, Texas, and Iowa were the ships against which his four cruisers were matched. The Brooklyn was not a match for any one of the Spanish vessels, either in offensive or in defensive fire. There were on the American side four 13-inch guns, six 12-inch, twenty-four 8-inch, ten 6-inch, and eleven 5-inch guns; and on the Spanish six 11-inch, ten 10-inch, ten 6-inch, and thirty 5½-inch guns. Evidently there is not here a "triple" superiority nor anything like it.

The real superiority, which was indeed far more than triple, was in "the man behind the gun." But this the Spanish Admiral would not willingly admit. If SCHLEY and his officers and men had had the Spanish ships and CERVERA and his officers and men the American ships neither SCHLEY nor CERVERA can doubt that the result would have been equally an American victory. It is simply inconceivable that if an American Admiral had taken the four magnificent ships out of port with intent to sell the lives of his men as dearly as possible, he would not have injured a single Spanish ship, and would have killed but one solitary Spaniard.

SAMPSON AND SCHLEY.

The judicious will regret the unseemly attempt of Congress to apportion between SAMPSON and SCHLEY the credit and glory of the smashing of CERVERA'S ships.

They are both brave, both able. They both did their whole duty. Why single out one for praise at the expense of the other?

It avails nothing against SAMPSON that he was away when the enemy sallied forth, and did not personally command his ships during the action. The discipline and perfect fighting condition of SAMPSON'S fleet is to be credited to SAMPSON as commander in chief. Mark the result. CERVERA surprised our fleet by a totally unexpected appearance, but found it so perfectly prepared that in a wonderfully short time he was wholly done for—every ship destroyed and all his men killed, drowned, or prisoners. The commander in chief had brought his fleet to such a pitch of discipline and efficiency that he could go off and leave it in the full certainty that no Spaniard would escape.

SCHLEY put this perfectly equipped enginery to instant and terrible use. His signals flew the moment the first Spaniard was made out at the mouth of the harbor. He and all his ships and all his men fell upon those Spaniards with force and fury and naval skill and science, and made history and ship's junk in a way that was beautiful until the job was done.

SCHLEY'S ship was the cruiser Brooklyn, and during that fight the Brooklyn was the flagship of the squadron. She was in the thick of the fight from the beginning and was in at the death, after her magnificent race to head off the Colon. But this extract from an Associated Press dispatch tells how the flagship fought:

"The Spaniards concentrated their fire on the Brooklyn, hoping to disable that vessel, as they considered her the fastest of the American warships, and thus give an opportunity for at least one or two of the Spanish boats to escape. The Brooklyn was hit forty-five times."

Honor and praise in full measure are due both these gallant officers. The country is proud of them. Let Congress reward them both.

ARMOR AND GUNS.

To understand the comments of the British press on the destruction of CERVERA'S squadron it must be understood that there are two factions in the British Navy. One of them holds to the theory upon which our warships have been armed and armored. The other thinks that we have gone altogether too far in the weight and power of our batteries. One of this latter class wrote, when the war broke out, to a London paper making a prediction of our defeat at sea by the Spaniards, of which he is now, no doubt, sincerely ashamed. Among other reasons for his opinion he said that the American men-of-war were so tremendously "overgunned" that they were liable to sink themselves. It is no doubt true that our heavy batteries would give trouble, as they have given trouble, in a high seaway, and that it would be difficult to fight one of our battleships in much heavier weather than they have encountered in Cuban waters. But we have not had in our new navy any such accidents as that to the British Captain or to the Spanish Reina Regente, though our squadrons have been at sea in all weathers. It is plain that the practical test of actual warfare, so far as that test can be applied by Spanish seamen, has converted many of the British conservatives to American ways of thinking on this subject. We may look with confidence for a change in British naval armament in the direction of our own example, if not for actual orders for British warships from American builders.

At the same time, this is not the whole case nor half of it. The ships destroyed by SCHLEY were excellent ships, such as we might be very glad to add to our own navy list. We have more powerful ships, but they are not so fast, and we have ships as fast, but they are not so powerful. It was not a highly unequal fight so far as the ships were concerned. If CERVERA had had the Texas, the Oregon, the Iowa, and the Brooklyn, and SCHLEY had had CERVERA'S four cruisers, it is plain that the victory would still have been to the Americans. Capt. SIGSBEE without doubt gave the true explanation when he ascribed the overwhelming victory to the gun practice on our ships which takes account of rapidity and accuracy and aims to combine them. They have been combined to such purpose that a Spanish officer describes the feelings of his countrymen when he says they were blinded and overwhelmed with the American fire. The victory is a vindication of moral qualities even more than of mechanical skill. Especially is it a vindication of the American talent for discipline, so to speak, a talent which it is very hard for a foreigner, considering the individual American, to believe that we possess. We have heard the last of the silly talk of French naval experts, echoing an ignorance as bottomless as that of AUGUSTIN, who described DEWEY'S crews, the day before they destroyed the Spanish warships at Manila, as a horde without discipline or instruction.

THE PRESIDENT'S PROCLAMATION.

The proclamation of the President asking the people "upon next assembling for divine worship" to offer up special thanks and petitions seems to us to lack a little in perspective. With the relations of Providence to the affairs of any one nation or individual and the degree to which they can be modified by prayer it is not necessary to deal. Various views prevail among various peoples and persons, and each has an unquestioned right to act upon them without objection or criticism, but among those who hold in perfect sincerity that this particular religious function is proper and effective it is still recognized that a call to prayer and worship from the head of a nation should be reserved for occasions of extraordinary moment, when the nation has achieved a decisive victory in a very serious struggle or has been granted escape from a great danger.

The destruction of the Spanish fleet at Santiago de Cuba does not seem to us to be the first, and it certainly is not the second. We have not escaped any peril so far as the public is aware, and the recent achievement, while it was in every way creditable to our navy, and was singularly fortunate, was, all things considered, not so extraordinary or so completely decisive as to require special recognition "before the throne of Divine Grace."

It is, of course, open to any one to believe that the Almighty led the Spanish Admiral or his Government to order the desperate sortie and inspired the wretched tactics and the wild marksmanship that saved our vessels from harm during the brief period in which their well-served and tremendously powerful batteries were sending the Spanish fleet to destruction, but the crushing of such a foe under such conditions does not quite appear to be a "special providence." It is in no irreverent spirit that we express the opinion that our naval commanders, relying only on the ordinary favor of Heaven, would have been ashamed to fail in it.

On the other hand, the prayer that "the Dispenser of all good may speedily remove from us the untold afflictions of war and bring to our dear land the blessings of restored peace and to all the domain now ravaged by the cruel strife the priceless boon of security and tranquillity," is one that every devout soul can and should offer up on all occasions. It is in substance a prayer for victory, and that is one that flows naturally from the lips of all believers in Divine guidance on whichever side of the quarrel they find themselves. It is not, as we understand it, the particular basis of the President's proclamation, and is no more or less appropriate at this time than at any other. The occasion of the proclamation is obviously the destruction of the Spanish fleet at Santiago, and with all possible respect for the motives of the President, that occasion, whether we consider the general course of the war or the strength of our enemy or the extent of our achievement, seems to us hardly sufficient. We are confirmed in this impression by the remembrance that the first proclamation of this kind issued by President LINCOLN (April 10, 1862,) had reference not only to "signal victories" for "the land and naval forces," but to the fact that there had been averted from the country "the dangers of foreign intervention and invasion." The second proclamation was on the occasion of the victory at Gettysburg and the fall of Vicksburg and Port Hudson. The mention of these indicates, we think, the true rule of proportion for such proclamations. We may add that in that of July, 1863, there was a note of humility which we do not find in the one by Mr. MCKINLEY. The prayer urged by LINCOLN was that God would "finally lead the whole Nation—through the paths of repentance and submission to the Divine will—back to the perfect enjoyment of union and fraternal peace."

It would have been the natural and logical course of all ministers of religion, at this time, to make such recognition of recent events as their customs and their consciences should suggest, and in this their congregations would undoubtedly have joined with sincerest sympathy. They did not require the special summons of the President, and the occasion, judged by precedent and by a calm estimate of the facts, does not seem to us to justify that summons.

TOPICS OF THE TIMES.

—The mere juxtaposition in the newspapers of the destruction of CERVERA'S squadron and the sinking of the Bourgogne is apt to lead one to discuss the two together. And then it is that a similarity is discovered. In both cases the officers seem to have lacked neither skill nor personal bravery; in both they had not the control over their men that only perfect discipline gives. On the warships the men, befuddled with liquor, were not able to use their guns to advantage, and hastened to save themselves at whatever cost. On the Bourgogne a mad panic followed the collision, and while crew and steerage passengers fought with knives and clubs for the few available means of safety, the officers made no attempt to maintain discipline, and perished, heroes of melodrama, at posts that had ceased to be those of duty. It remains to be seen how French opinion will treat these men. A hint of what is to come appears in the Courrier des Etats-Unis of this city. "To add to the horror of this catastrophe," it said yesterday, "some of the survivors charge that the crew lacked discipline, and saved themselves without regard for the passengers. We publish the Halifax dispatches containing these grave accusations, calling attention, however, to the fact that every maritime disaster is followed by similar assertions of misconduct on the part of the crew, while often it is the steerage passengers who are responsible for the disorder and for the confusion of which others are the victims." That begs the whole question. Nobody is surprised that the steerage passengers acted as they did. The same thing would have happened under any flag in a similar absence of all restraint from recognized authority. There are sins of omission as well as of commission, and for the former the officers of the Bourgogne would have to answer if they were alive. The talk about punishing the wielders of knives and boathooks will come to nothing. The law does not enforce heroic self-sacrifice or punish its absence.

—"Carson is without a faro bank." So says The Virginia City Chronicle, whether mournfully or exultantly it is impossible to tell, for the sentence quoted is all it has to remark on the subject. For fear of offending Western sensibilities no hint shall be given here that it is hard for Eastern minds to realize the possibility of a Nevada city without even one financial institution of the kind mentioned, and for the same reason no startled inquiries as to what on earth the inhabitants of Carson find to do with themselves shall be made; but surely there can be no harm in expressing regret that the editor of The Chronicle did not give a few details about the phenomenon he records. And is he quite certain of his facts? If he obtained them from the police authorities of Carson, astonishment would be wasted, for in this part of the country we have had frequent experiments with sweeping statements of the same sort and source, and know enough to qualify them with gentle doubt. However, there is an anti-gambling law in Nevada now, and faro is gambling; hence, there are no faro banks in that region. That is a syllogism good enough for some purposes, and it is not well to be too critical.

—Recently published complaints by men on the cruisers Yale and Harvard that the food and water supplied to them were of bad quality moved a deeply interested Bostonian to address the Secretary on the subject. "The charges," he writes to The Boston Transcript, "were made so plausibly and specifically that they were unpleasant reading to any well-wisher of those who are fighting their country's battles upon the great deep. As the head of the Navy Department and his first assistant are both favorite sons of Massachusetts, I sent a clipping of the alleged interview to the Secretary of the Navy, and wrote him that if the allegations made were true it seemed to me that they should be explained; if false, that they should be denied with emphasis, as otherwise they might have an unfavorable influence upon enlistments in the navy." A reply must have been received, for The Transcript's correspondent adds: "It is sufficient to say here that the department has investigated the matter and furnished sufficient evidence to show that the charges were utterly groundless, and undoubtedly emanated from a person who was unable to make his own terms of re-enlistment with the company owning the steamers." This will satisfy—those whom it will satisfy.

PERSONAL.

—By what, to avoid a long disquisition on intelligence and training combined with courage and energy, may be called "navy luck," Lieut. HOBSON and his crew of heroes have escaped the dangers of Spanish imprisonment as cheaply as they did those of Spanish bombardment at close range, and are now in the full enjoyment of the decidedly mitigated safety to be found within the American lines. Theirs has been a marvelous experience, and its end is not yet in sight, for of course this exploit will affect materially the future career of every one of them, and, as they are not men to rest on their laurels, bright green and numerous as those laurels are, we may expect soon to hear of their active participation in other deeds of glorious duty. It is decidedly fortunate that Admiral CERVERA'S widely advertised admiration for their valor did not rise to the point of impelling him to offer to parole his prisoners. Had he made such an offer, they might or might not have accepted it, but they would have been more than justified in doing so, for as their chances of surviving confinement for any length of time in a Santiago prison at this season of the year were not numerous, to say nothing of the ill-effects which Spanish jailers often have on their captives, and as death in prison would not have served the country at all, they might well have gained freedom at the expense of promising to do no more fighting in this war. But now they are at liberty in every sense, and that they will soon find occupation cannot be doubted. But how about the excuses hitherto made for not exchanging the Lieutenant for prisoners in our hands of equal or higher rank? Surely he has not forgotten any of the information acquired while in the beleaguered city, and the expiration of the truce is just the moment when that information will be most valuable to Gen. SHAFTER and most dangerous to Gen. TORAL. Spanish logic, however, is as far beyond discussion as taste, and there is no use pondering over the mystery.

—This is a country whose people are not timid in speaking their minds, whether to praise or to blame, about men in authority, but surely the voice even of American criticism must have been hushed by the dispatch from Gen. SHAFTER which began, "Capts. ALGER and SEWELL and Mr. CORBIN are well." That is exactly the sort of news we were waiting breathless to hear, and our commander at the front would have been rewarded for all his hardships if he could have heard the sigh of relief that went up all over the Union when its anxiety about Capts. ALGER and SEWELL and Mr. CORBIN was lifted. There are, indeed, other young men down in Cuba, and even a few old ones, whose health interests individuals here and there, but what are they beside the sons of a Secretary of War, a Senator from New Jersey, and an Adjutant General? Gen. SHAFTER isn't real rugged himself, and he has a good deal on his hands, but he knows his countrymen, and sympathizes with their consuming affection for the progeny of eminent politicians, and therefore, when telegraphing at Government expense, he naturally leads his communication with the glad, glad tidings that Capts. ALGER and SEWELL and Mr. CORBIN are well. Let the war now go on.

—In a lecture recently delivered before the Royal Geographical Society, Prof. ELISEE RECLUS, the eminent Frenchman whose scientific attainments have gained wide recognition despite his vigorous advocacy of something very like militant anarchism, told the assembled geographers that they should give less attention to the making of charts and more to the construction of spherical representations of the world. The interests of education as well as of truth, he said, demanded that curves should be represented by curves, and a sphere or fragment of a sphere reproduced by another sphere or fragment of a sphere. Many difficulties, he admitted, attended the attempt to show on a globe of manageable size the elevations and depressions of the earth's surface in their real proportion. If the scale of the globe were very small in comparison with the real dimensions of the earth—in the proportion, say, of 1 to 10,000,000 or 1 to 20,000,000—the surface would be even, because the proportionate size of highlands and mountains could not be represented. On a ball twelve feet in circumference the highest peak in the Himalayas would not be one millimeter in height. For larger spheres, or fragments of spheres, a new element of truth and beauty would be added when the actual relief appeared on the curvature of the model. By relief he meant the proportional slopes, heights, and depths in comparison with the real dimensions. The system of exaggerating altitudes was utterly bad, contrary to real science, and ought to be discouraged by all geographers having respect for Nature and her laws. All the pseudo-relief maps showing slopes with three, fifty, a hundred times the real proportions were the outcome of a childish love of exaggeration. Even on a globe of 1 to 1,000,000 the great masses of highlands and mountains, 3,000 feet in height would hardly appear above the plains, and only by the contrast of light and shade, but summits of 10,000 to 14,000 feet would be seen perfectly well. If a very large globe were constituted on the scale of 1 to 100,000, the rugosities of the surface might be finely shown even in the case of hills and hillocks 150 feet in height. The representation of such ordinary heights which every one was accustomed to see gave an unexpected advantage by furnishing a standard of comparison. In conclusion, M. RECLUS emphasized the desirability of constructing a model globe which should be scientifically accurate, and, kept continually under correction, should become not only a thing of beauty, but a standard study for travelers and geographers.

CURRENT NOTES.

Commissioner Scott has informed an Ohio bank, on request for information, that official checks of Township Treasurers, drawn against township funds in bank, do not require revenue stamps.

* * *

The Philadelphia Press pooh-poohs the story that Senator Quay does not want to continue in the United States Senate, and is seeking election only as a vindication. It has heard it before, but it never knew him to resign.

* * *

Chicago's latest school census "indicates," according to the revived newspapers of that city, a population of 1,851,588. This is an increase of 284,953 over the population "indicated" by the school census of 1896.

* * *

Very reluctantly Philadelphia Councilmen voted in favor of an ordinance to appropriate money to insure the headquarters of the Fire Bureau. Some of them said it was folly to insure them when fire-fighters were always on duty there.

* * *

The soldiers may have their fill of tomatoes, and it is stipulated by the Government that they shall be of first-class quality. Among the contracts lately given out are one for 20,000 cases of three-pound cans to a Baltimore firm and another of 8,000 cases to a firm in St. Louis.

* * *

In spite of the great quantity of water that goes over Niagara Falls, there was not enough available for extinguishing purposes the other day to prevent the total destruction of the Clifton House by fire, on the very brink of the falls.

* * *

The Hon. Seaborn W. Wright of Rome, Ga., endeavored to separate two of his negro women employes who were fighting on the morning of the Fourth, and one of them stabbed him with a pocketknife in the arm, near the shoulder, and in the side. The wounds are painful, but are thought not to be dangerous.

FOGHORNS VS. STEAM WHISTLES.

To the Editor of The New York Times:

Collision with sailing vessels at sea is one of the few but most dreaded dangers which menace the North Atlantic liners of the present day.

Unceasing vigilance in the use of the thermometer in taking the temperature of the sea water when in the "ice path" has reduced the danger from collision with icebergs to a minimum, but collisions with sailing vessels, which in calm weather with the usual accompaniment of dense fogs are helpless, and can only make their presence known through the medium of a foghorn, is an ever-present danger, no matter whether the vessel be large or small.

The ship Cromartyshire, which sunk the steamer Bourgogne, had constantly sounded her foghorn, but if the horn in use was probably the ordinary horn used on sailing vessels at sea, its sound would not carry, in ordinary weather, much over half a mile, while the Bourgogne, rushing at her at a seventeen-mile speed, would be up with her before the "blast" would reach the ear of the officer on the bridge.

The remedy: The writer many years ago, then a professional seaman, advocated in the columns of one of our magazines the adoption of a foghorn by sailing vessels with a hydraulic or compressed-air attachment, which would produce a volume of sound quite as shrill and penetrating as that of the ordinary steam whistle, and he believes that several designs were patented, but apparently never were put to practical use; indeed, one inventor complained that he met with no encouragement from builders, who said "that the days of the sailing ship were numbered, anyhow."

But it is a matter of surprise that underwriters should not have insisted upon the use of some such simple device, especially as vessels of any size nowadays carry donkey engines, to which a "foghorn" attachment could easily be applied.

Sailors are proverbially reckless and "are willing to take their chance," but where that chance involves the loss of hundreds of human lives and hundreds of thousands of dollars they should not be dependent upon the volume of sound emitted from a tin foghorn. OLD SAILOR.

New Brunswick, N. J., July 7, 1898.

A PROPOSED OUTRAGE.

To the Editor of The New York Times:

The Board of Aldermen of New London, Conn., have been petitioned to issue a permit for the erection of a storehouse in the heart of New London, and the Summer residents of this beautiful town are very much exercised over the threatened invasion of their picturesque Piquot Avenue by the erection of such an unsightly building. It is understood that the owner proposes to use the premises for the storage of rags. If such a thing is done, one of the most beautiful Summer resorts of Connecticut would be in part destroyed. This is a matter that the city authorities should act upon very promptly, and refuse a permit for the erection of such an objectionable building on the most beautiful residential street in the town. The probabilities are that New Yorkers will find other locations on the Sound for their Summer homes if this proposed outrage is not stopped, and where their property rights are sure to be safeguard by the authorities. K.

New London, Conn., July 7, 1898.

A REMINISCENCE OF SENATOR GEORGE F. HOAR.

To the Editor of The New York Times:

After the people of California became thoroughly impressed with the evils of Chinese immigration and sent a monster petition to Congress for relief, the railroad and steamship corporations of that section succeeded in enlisting the so-called "Christian sentiment" in the Atlantic States and the major part of the public press in opposition to the movement. For a long time this "combine" succeeded in causing a majority of Congress and the President himself to discredit nearly the whole population of California and every newspaper published in that State.

In the Winter of 1877-8 the writer was accosted in Washington by an eminent Senator. "Mr. G.," he said, "you are the man I most wished to see at this moment. My friend Senator Hoar, who visited California for the purpose of learning the truth about Chinese immigration, tells me that he did not meet a single Californian of the better class who was opposed to it; that the excitement against it is due wholly to race prejudice, kindled and kept alive by the lower classes of society and their demagogical leaders. Now, after all you, who have lived in California for twenty-six years, have told me of the public sentiment in your State, what am I to think of Senator Hoar's personal observations?"

"Senator B.," I replied, "I am ready to declare to him in your presence that during his visit to California he must either have associated exclusively with persons representing the interests of the Central Pacific Railroad Company and the Pacific Mail Steamship Company, who artfully prevented him from consulting with a single representative man, or he states what he knows to be untrue."

At a State election in California not long after this, wherein the Legislature had provided for an expression of public opinion upon the question of Chinese immigration, the result showed less than 1,000 votes in its favor all told, demonstrating that the above-named corporations were alone its supporters, and they were unable to influence even many of their own employes. This placed Senator Hoar in an unenviable position, and doubtless it has troubled his conscience or his pride of statesmanship ever since. Having failed to open wide the gate to American citizenship for the Mongolian race, he now seeks to open it for the Malays, and he would clasp to his bosom as American citizens the most degraded and irredeemable of their kind.

New York, July 7, 1898. AMERICUS.

AN AMERICAN PROTECTORATE.

To the Editor of The New York Times:

Do we not find in Aguinaldo's proclamation a helpful hint toward the solution of the problem "What to do with the Philippines?" "The great North American Nation," he says, "the repository of true liberty, and therefore the friend of freedom for our nation, has come to afford its inhabitants a protection as decisive as it is doubtless disinterested." As a suggestion in addition to the four possible solutions already ably discussed in your columns, may there not be established, not only over the Philippines, but also over Cuba, the Ladrone, and the Caroline Islands, an American protectorate, the purpose and aim of which shall be to foster the independent development of the peoples of these several countries until they shall be able to assume wise self-control? That this would not be a "Quixotic business" is demonstrated by the civilization of Hawaii by Americans, and without any such protectorate, and by the progress already made in the Caroline Islands before that progress was arbitrarily interrupted by Spain in 1885.

It would be humiliating indeed to suppose that the American Nation is not sufficiently disinterested and virtuous to accept the unconscious challenge of Aguinaldo. To "take possession of the Islands and keep them for our own use and profit" would be worse than "Quixotic"; it would be Spanish. We are bound both by our honor and by the disclaimer of Congress respecting Cuba to pursue a magnanimous policy toward all the dependencies of Spain which may come under our control. Is it not possible to devise such a protectorate as shall secure popular education, religious freedom, and industrial development, a suitable revenue from the islands providing for cost of administration, and the surplus to accrue to the benefit of the islands themselves?

Such a policy might require half a century for the accomplishment of its purpose, but the financial outlay, beyond the cost of the present war, might easily be provided for as I have suggested, and the present commerce of Hawaii with the United States and its desire for annexation are but a suggestion of the advantages which would flow back spontaneously from peoples whom we had so assisted to a prosperous independence. A. C. SEWALL.

Schenectady, N. Y., July 7, 1898.

Concerning the Philippines.

To the Editor of The New York Times:

You ask what shall we do with the Philippines? Why not hold a friendly convocation of the nations through their representatives? Why not let them consult as to an amicable sharing? Would it not be soothing to grand old Spain's maternal pride and lighten her surrender were her "Pearls" and other rare jewels thus generously and courteously dispensed? Verily, "Peace is more strong than war, and gentleness, where force were gain, makes conquest o'er the wave." M. F. H.

New York, July 6, 1898.

Neither Hush Up Nor Shut Up.

From The Baltimore Sun.

Recently a young lady was heard to say to another "Hush up!" The person addressed replied: "Nobody but a Virginian would say 'hush up'; 'shut up' is the proper expression." The Virginian stood corrected and her critic, rejoicing in her superior culture, rattled on as before. But neither, it appears, was exactly right. "Hush" would be proper, as this means be silent, but "shut up" is inelegant. "Shut up" has some colloquial use, but no one with pretensions to real culture would employ the expression, since it suggests rudely the closing of a wide-open mouth. Virginians commonly use pretty good English and must be criticised with care.

Excusin'.

From The Charleston (S. C.) News and Courier.

A correspondent writes: "Your criticism of 'transpire,' used in the sense of 'happen,' is, it seems to me, entirely proper. Now, will you be kind enough to say what is the authority for the use of 'excusing,' in the sense of 'excepting' or 'excluding'? I have several times seen it so used in the editorial columns of The News and Courier."

There is no "authority" for the use of the word in question, we believe, except that of our colored neighbors. It does not always mean, however, exactly what "excepting" or "excluding" means; but conveys an added qualification of its own, sometimes, which is hard to explain, but is patent to the critical sense. It implies not only exception, but a shade of polite or sympathetic apology for making the exception, which is too delicate for expression in print. We have tried to indicate this usage rather than illustrate it, in occasional ventures, but always with a feeling that the attempt was unsatisfactory in result.

NUGGETS.

A Receptive Pupil.

Mistress—Bridget, these are ewers. I hope you'll not call them jugs any more.

Bridget—Thank yez, mum. Sure, an' is these others mine, too?—Jewelers' Weekly.

Making It Right.

Wife—By the way, Clive, I had a letter from my banker while you were away. He said I had overdrawn my account.

Husband—Yes, dear; and what did you do?

Wife—I told him not to be so rude again, and I sent him a check for the amount.—London Punch.

Discouraged.

She—What makes you look so sad?

He—I had hoped to be able to make my name go echoing down the halls of Time.

She—Yes?

He—Well, after many efforts I've just succeeded in getting it into the papers, and they've spelled it wrong.—Cleveland Leader.

To Do Away with War.

Milwaukee papers state that a young woman of that city, now an art student in Paris, is organizing a movement to end the present war and prevent others by a determined protest. She writes: "We will interest the different art clubs and museums." Luckily our navy has got in its work at Santiago.—Indianapolis Journal.

A BALLAD OF SLEEPINESS.

From The Somerville Journal.

Oh, when you go to bed at night at ten,
It seems so easy to get up at five!
You are so wide awake and active then,
And every nerve and fibre is alive.
But oh, when 5 o'clock A. M. has come,
How different the undertaking seems!
Of firm resolve it takes a maximum
To get you separated from your dreams.

The birds are chirping noisily outside,
The morning sunshine through the window streams,
You're sorry now you threw the shutters wide,
And oh, how downy and how soft your mattress seems!
Upon your pillow drowsily you turn,
To shield your eyes from the awakening light,
For one more hour of lethal rest you yearn,
Although you've slumbered sweetly all the night.

Your eyelids are so heavy that they fall
Whene'er you take a sleepy look around
You do not want to wake yourself at all,
Or you would leave the mattress at (bound.
You struggle feebly with your conscience then,
Till, overcome by sleep, you cease to strive—
And yet, when you are going to bed at ten,
It seems so easy to get up at five!

THE BOURGOGNE DISASTER

Most of the Survivors of the Wreck Are Expected to Arrive Here To-day.

NUMBER OF MISSING IS 560

A Continuous Stream of Inquiries Received at the Company's Local Offices—Discussion About Reported Brutality of the Crew.

Most of the survivors of the disastrous wreck of the French Liner La Bourgogne, which was sunk on Monday morning, sixty miles south of Sable Island, will arrive in this city this afternoon from Boston, where they were transported by a Plant Line steamer from Halifax. According to the latest information obtainable at the offices of the Compagnie Générale Transatlantique, the survivors number in all 165, divided as follows: Ten second cabin and 51 steerage passengers, 100 crew, and 4 subaltern officers. This places the number of missing at 560 persons, the official list of those having sailed on the steamer being 83 first cabin, 123 second cabin, and 297 steerage passengers, and 222 crew, including officers, in all 725.

The officials at the company's offices showed the effects of the terrible strain to which they had been subjected since first the news of the calamity reached them. M. Faguet, the Acting General Agent of the line, was at his desk all night long answering, or at least trying to answer, the telegrams that came pouring in from all parts of the country, anxiously inquiring after friends and relatives who were known to be on board the unfortunate vessel. As the majority of these telegrams were from parties interested in the welfare of first-cabin passengers, the answer was in most cases: "We tender you our sincere sympathy and regret exceedingly that the name mentioned in your telegram is not in the list of the persons saved."

Exact Details Not Received.

The exact details of the disaster have not yet been received at the company's offices and probably will not be until one of the subaltern officers who were saved arrives and makes his report. The agents of the line at Halifax, however, sent two telegrams in explanation of the great loss of life which has been attributed to brutality and selfishness on the part of the crew. The first one read as follows:

The wreckage on the starboard side of the ship opposite the saloon gangway caused the saloon passengers to go to the lifeboats on the port side, which could not be lowered because of the ship's heavy list to starboard. The officers and crew did their duty. The chief officer's boat full of passengers was crushed by the falling of the funnel upon it, as the boat was pushing off from the ship. Most of the sailors saved were picked up in the water.

The second message said:

The sailors who are reported as taking the boats were foreign sailors among the passengers, not the ship's crew.

M. Faguet spoke freely on the question of the crew's behavior. He said he could not for one moment believe that French sailors could act in a brutal or heartless manner toward women and children. "I am quite sure," he declared, "that a grievous injustice has been done in accusing the ship's crew of inhuman behavior toward the passengers. If any atrocities have been committed, they were the work of foreign sailors, who were in the steerage, and comprised a variety of nationalities, principally Italians, I believe. The past records of the crews of French steamers show that they are incapable of such actions. Any number of incidents may be cited to prove that wherever it was their duty to save lives they have always acquitted themselves nobly and as sailors should.

Gives an Explanation.

"The truth of the matter is that as soon as La Bourgogne was hit she listed so heavily to starboard that only experienced sailors could get about on her decks. The six lifeboats and two liferafts on the port side were too high up to be reached, and many persons who did not know this got in and waited for help, but before this could be afforded them the ship went down. The boats on the starboard side were undoubtedly launched in time, but I understand from our dispatches that one of them was hit by the funnel of the ship and was crushed, carrying all her passengers to the bottom."

As soon as the survivors reach this city M. Faguet proposes to institute a thorough investigation, with the assistance of the French Consul General, who will take depositions, and after having them sworn to will forward them to France. It is hardly probable that any of these depositions will be made public however.

A telegram was received from Halifax yesterday afternoon saying that Mr. and Mrs. A. D. La Casse of Plainfield, N. J., had left for New York by train. They should arrive here this afternoon.

Inquirers after the fate of passengers came in at the company's office all day yesterday, and continued in a steady stream throughout the day. Sorrow was visible on every face when the officials announced that aside from the passengers already reported saved there was little chance of any more turning up among the rescued.

Only one passenger so far who had been reported dead has been found to be alive. M. Faguet received word that Charles Duttweiler, whose name appears on the steerage passenger list, is among the saved.

One Mother's Grief.

Among the earliest callers at the offices were Mrs. Steele and daughter of Philadelphia. Mrs. Steele had a son, Fransic P. Steele, twenty-four years old, and a daughter, seventeen years old, on board the Bourgogne. Between her sobs she expressed great indignation at the manner in which she had heard the passengers had been treated. "Both my children," she said, "were good, strong swimmers, and had the crew cared anything about saving lives other than their own, my boy and girl would now be on their way home."

A man who gave his name as E. W. Jones was in the office at the time Mrs. Steele made inquiry for her children, and he became quite excited when he found that no information could be obtained from the officials, except the fact that the names of the brother and sister were not on the list of the saved. He commented in loud tones on the behavior of men, who, he said, were cowards enough to save themselves and send women to their death unaided. It took a good deal of persuasion on the part of the office employes to quiet him.

Edward G. Smith called at the offices to inquire after the fate of E. R. Rundell, who was the Vice President of the Chicago Economist Company, and who was among the first-class passengers on the Bourgogne. He was much dejected when he learned that, so far as is known, not a single first-class passenger was saved.

A Mrs. McGuirk called to inquire about Alfred Hogan, twenty-six years old, a passenger in the steerage. He was a Swede and was on his way home to see his parents. Some hope was held out to her, as the list of names of the saved steerage passengers had not yet been revised, and on account of the nationality of the third-class passengers, it would take some time to get an absolutely correct list.

Victor Wohlgennuth's daughter called again, hoping against hope that some tidings would be received from her father, but she could learn nothing beyond the fact that his name was not on the list of rescued, and she went away sobbing.

M. Faguet, with a clerk, remained at the office until 10 o'clock to answer inquiries from relatives and friends of La Bourgogne's passengers. The agent, who had not slept since hearing of the disaster, then went home, leaving instructions to be called if news was received.

Father Agueperse and Father Winter of the Roman Catholic Church of St. Vincent de Paul, in West Twenty-third Street, between Sixth and Seventh Avenues, called on M. Faguet and offered to hold a requiem mass for all the dead of the Bourgogne at their church on Tuesday next. Fifteen members of their church were among those who perished in the wreck.

Comment of Shipping Men.

Considerable comment was made by shipping men in this city on the course which the Bourgogne had taken on her fatal trip toward Havre. The dispatches giving an account of her collision with the Cromartyshire give the place of the disaster as sixty miles south of Sable Island. This is nearly 60 miles north of the route taken by east-bound vessels of the other fast passenger steamers and about 100 miles south of the course of the west-bound ocean flyers followed during the dull season. On July 23 the ocean liners will follow a course more northerly, but even then the nearest approach to Sable Island by any of the transatlantic lines will be 140 miles south, so that the Bourgogne was eighty miles more to the north than any of the other line steamers ever come.

None of the officials of the French line would explain this, but they said that the course of the Bourgogne was the usual one taken by their steamers.

The full cargo of the Bourgogne was valued at nearly $400,000, and consisted of the following:

250 bales cotton, 196 bales Sea Island cotton, 1,270 barrels oil, 170 tierces lard, 85 boxes bacon, 489 boxes sausages, 9,832 boxes canned lobsters, 30 barrels dried apples, 1,455 bags coffee, 10 tons G. S. hides, 420 tons agricultural machinery, 100 tons hardware, 75 tons sewing machines, 30 tons cedar logs, 100 tons machinery, 50 tons carriages, 84 crates cycles, 10 tons shells, dry goods, leather, books, paint, varnishes, furs, and novelties.

The insurance carried was to a large degree placed abroad, not more than $50,000 being written by New York underwriters. Of the $50,000 placed here, no one office took more than a small proportion. One of the largest American companies carried between $6,000 and $7,000, and another only had $1,200.

THE STRUGGLE FOR LIFE.

Charges of Brutality by La Bourgogne's Sailors Likely to be Investigated Thoroughly.

The alleged brutality exhibited by members of the crew of La Bourgogne toward the passengers during the struggle for life following the collision and sinking of the vessel was the subject of wide comment yesterday throughout the city. Such stories are so rare in maritime history that considerable uncertainty existed throughout the shipping district as to the outcome of the case.

It was the popular opinion, however, that the stories of the surviving passengers must lead to an investigation of unusual thoroughness and interest, and would probably result in the indictment of some, if not all, of the surviving members of the crew.

Assistant District Attorney Unger, in discussing the case yesterday, said that under the common law the company is responsible for the acts of its employes. In his opinion, the surviving sailors of La Bourgogne may be indicted for murder. It was the first duty of the sailors, he said, to save the passengers.

He cited two nearly parallel cases. One was that of the People against Holmes, which was tried in Philadelphia. Holmes was the mate of the steamship William Brown, which sank off the Nova Scotia coast in March, 1841. Eight seamen and thirty-two of the sixty-five passengers escaped in the long boats. After being out four days, Holmes ordered that fourteen men and two women be thrown overboard, which was done. Those in the boats were picked up on the following day and taken to Philadelphia, where Holmes was arrested and tried for manslaughter. He was found guilty, and the verdict was sustained by the United States Supreme Court.

An English Case Cited.

The other was an English case—that of Capt. Dudley of the Mignonette, which was wrecked off the Cape of Good Hope in 1844. Dudley, two sailors, and a boy drifted about for eight days. The men being nearly starved, Dudley ordered the boy killed for food, which was done, Dudley offering a prayer before the boy was slaughtered. He was arrested and tried for murder in England, and convicted.

When asked about the jurisdiction, Mr. Unger said that, in his opinion, if La Bourgogne's sailors committed the alleged acts on rafts or in small boats, the United States Government would have jurisdiction, but if the alleged brutalities were committed on the steamship itself, the French Government would have jurisdiction.

François Edmond Bruwaërt, the French Consul General, when seen yesterday said that the only official information he had received thus far was a notification from the office of the French Line announcing the fact that La Bourgogne had been sunk. As soon as the survivors of the wreck reach this port, he said, a Consular investigation will be instituted to collect all available evidence concerning the casualty, which will be forwarded to the French Maritime Court.

"I have no reason thus far to believe, however," said the Consul General, "that this investigation will differ in any respect from any of the various cases which I have considered during the past few years. My investigation will consist in the examination of the log or any official records made by the commander which may have been saved from the wreck; the examination of the surviving officers and as many of the crew and passengers as may be deemed essential to determine whether or not the regulations prescribed by law for the navigation of vessels were complied with, and in this case what vessel was responsible for the collision. This evidence, without recommendation, is forwarded to the Maritime Court in France, which will convene at the attachment port or the port at which the vessel is registered.

No Power to Determine.

"In this case, as in all others, I will hear any evidence that may be volunteered by the passengers, but so far as I have investigated the law of my country on the subject I have no right to determine upon any part of the case. Whatever crimes of omission or commission may have been committed, whether on board La Bourgogne or on rafts, or in small boats, were undoubtedly committed under French jurisdiction, as they were under the French flag and therefore in French territory. This would apply even in cases in New York Harbor.

"If in this port, however, a French sailor should assault or kill an American citizen, he could be arrested and tried in this country. Again, where one French sailor assaults or kills another in port, I have the power under treaty to ask the assistance of the local authorities to cause his arrest, whereupon I can forward him in irons to France for trial. But such acts committed on the high seas are under the exclusive jurisdiction of the French Government, even though a foreigner was the victim."

When asked whether, if there was evidence given by the passengers to show that any particular members of La Bourgogne's crew had actually killed a passenger from one of the ship's boats, he would be arrested here, the Consul said that he had not had time to look up the law on the subject.

"I am inclined to think, however," said he, "that I would simply forward the evidence to the home authorities, and if it was decided that crime had been committed I would be instructed to arrest the guilty parties if they were still here, or they would be arrested in France, where they will all be sent.

"I refuse to admit the possibility that French sailors have been guilty of such fiendish crimes as suggested in the newspapers," continued the Consul General. "It is absurd to think that men would deliberately cut a line to which women were clinging, without any apparent benefit to themselves, or that they would commit any of the many other acts of useless barbarity alleged in the press dispatches. I knew the chief officers of La Bourgogne, and have seen many of the crew in this office. I am quite sure that they are incapable of such wanton cruelty. In all my experience with French seamen I have never investigated a case in which such terrible charges were made."

A NEW YORK ARTIST LOST.

D. Scott Evans and Three Daughters Were on La Bourgogne.

D. Scott Evans, who, with his three daughters, the Misses M., B., and L. Evans, was lost on La Bourgogne, was a well-known artist in this city and a prominent member of the Salmagundi Club. Many of his fellow artists and members of the club called at the clubhouse in West Twelfth Street yesterday to express their sorrow and learn if any further particulars of Mr. Evans's death had been received there.

Mr. Evans was born in Indiana in 1847. He went abroad as a young man and studied in Paris under Bouguereau. He returned to America some years ago and painted for a time in the West. He came to New York in the eighties. His home for some time was in Plainfield, N. J. For several years he occupied a studio in Carnegie Hall, but removed two years ago to 322 West One Hundred and Forty-fifth Street. Receiving a commission from Paris to paint a ceiling there, he took his three young daughters and went abroad for a year's stay. His wife, who is an invalid, remained here.

NO HOPE OF MORE RESCUES.

Report that a Third Steamer Was Near La Bourgogne Not Credited.

M. Faguet, the acting agent of the French line, at the company's office on Bowling Green, last night said he placed no hope in the possibility that a third ship had rescued passengers of La Bourgogne and got away in the fog without being discovered by the Cromartyshire or the Grecian.

"I do not believe there is a possibility that even a lifeboat from the Bourgogne has been rescued by a third vessel" he said. "I have recievd telegrams from our Halifax agent, who tells me he carefully inquired upon this point, and he can give no hope. He talked with Capt. Henderson of the Cromartyshire, and with the two engineers, the electrician, and the assistant purser of La Bourgogne, who were among the survivors, and they assured him there was no chance that a third vessel could have crept in sheltered by the fog and made away unknown to those floating near the scene of the wreck. After questioning these officers fully our agent has abandoned entirely any hope of others than the passengers landed at Halifax being saved."

The suggestion that a third ship must have figured in a rescue was broached, it is probable, to account for the small percentage of survivors.

Foreign Expressions of Sympathy.

PARIS, July 7.—The Czar and Emperor William have telegraphed to President Faure their condolences at the loss of the French line steamship La Bourgogne and the drowning of so many of the passengers and crew. The President of the Chamber of Deputies, M. Deschamel, to-day tendered his condolence to the relatives of the victims of the disaster, both French and foreign, and expressed his admiration of the noble manner in which the officers of the ship performed their duty. The Premier, M. Brisson, associated himself with M. Deschamel's remarks.

The Rev. John Williams.

PITTSBURG, Penn., July 7.—The Rev. Father John Williams of this city, who is reported among the lost on La Bourgogne, was one of the best-known priests in this section. He was head of the Order of the Holy Childhood Association in this country, an organization that extends throughout the world, its object being to conduct missionary work among children. He was forty-four years of age, and was on his way to France to make a tour of that country in the interest of the order.

Much Boston Mail Lost.

BOSTON, July 7.—A large quantity of mail matter in the Boston Post Office went down on La Bourgogne. The bags were tagged for France, Italy, British India, Switzerland, and Turkey, most of them being for France. The Superintendent of foreign mail at the Boston office said to-day that the Government would make an effort to recover the mail from the sunken steamer.

Injury to the Cromartyshire.

HALIFAX, N. S., July 7.—The big ship Cromartyshire, which is at anchor here, is the centre of attraction. Hundreds of boats loaded with occupants surround the ship. A survey of the damage was begun this morning. The hull will be put in good condition before the vessel leaves port. No claim for salvage has yet been made on behalf of the Allan liner Grecian.

Prayer Asked in the Senate.

WASHINGTON, July 7.—At the opening of the Senate to-day the Rev. J. F. Hoisse of this city, who pronounced the invocation, called down the blessing of Heaven upon all those who were bereaved by the "destruction of a noble steamer," which "carried hundreds of our women and children to watery graves."

E. M. Lemarie a Victim.

LITTLE FERRY, N. J., July 7.—E. M. Lemarie and A. Weiss, who were on La Bourgogne, were residents of this place. Mr. Lemarie was a merchant and a member of the Ridgefield Park Royal Arcanum and of Friendship Hook and Ladder Company. He is survived by his widow and two children.

LEO D. WEIL A SUICIDE.

Chicago Photographer Kills Himself After His Father.

CHICAGO, July 7.—Leo D. Weil, the photographer, committed suicide by shooting to-day. Weil had been in ill-health for some time, and last October was adjudged insane.

During Weil's confinement his father committed suicide. Shortly afterward the artist was discharged as cured. But he soon broke down again from overwork, and is supposed to have killed himself while temporarily insane.

WAR AND SOCIETY.

The Summer Social Register Gives Some Interesting Statistics.

The effect of the war is indicated by the statistics of The Summer Social Register, which shows that only half as many families have gone abroad this year as last, and 75 per cent. more Americans have returned to their own country. The fear of occupying seashore cottages does not seem to have materialized, for there is about the same ratio of increase in the number of seashore homes as there is in inland residences, although, of course, the latter is larger, as usual.

Of the 5,849 New York, Philadelphia, Chicago, Boston, and Baltimore families who appear in The Summer Social Register, 1,958 are at the seashore, of which 191 are at Bar Harbor, 55 at Narragansett, 313 at Newport, and 151 at the Hamptons, a very large increase for the Hamptons. Twenty-nine hundred and sixty families are summering in the mountains, of which 107 are to be found at Lenox and the Berkshires.

Only 266 families have gone abroad, as compared with 415 last year, while 174 have returned, in comparison with only 100 last season. Fifty-nine men and 46 women have died, and 241 persons have married, an increase of 88 as compared with last year.

SPECIAL MUSICAL EVENTS.

Classical Numbers at Manhattan, and Three More Nights of Godfrey.

Victor Herbert has prepared a programme for this afternoon at 3:30 o'clock at Manhattan Beach which will be composed exclusively of classical numbers for the benefit of the lovers of high class music, and if possible a feature of interest will be added to the concert in the presence and possible participation of Lieut. Godfrey and his British Guards Band of London. The programme will be as follows:

Overture, "Tannhauser" .... Wagner
a. Andante from "Surprise Symphony" .. Haydn
b. Allegretto Scherzando from "Eighth Symphony" .... Beethoven
Solo for French horn, "Prize Song" from "Die Meistersinger" .... Wagner
Robert W. Iverson.
a. "Ride of the Valkyries" } Wagner
b. "Siegmund's Love Song" }
c. "Wotan's Farewell and Magic Fire Scene" }
From "Die Walkure."
Solo for violoncello, "Cantilena and last movement of Concerto in A minor" .. Goltermann
(By special request.)
Victor Herbert.
Prelude, "Lohengrin" .... Wagner
"Second Hungarian Rhapsodie" .... Liszt
(By request.)
Grand Fantasie from "Siegfried" .... Wagner

Lieut. Godfrey and his band were booked to sail for England on the White Star steamer to-morrow, but Rudolph Aronson has induced them to remain over until next Tuesday, when they will sail on the North German Lloyd steamer Lahn. They will give three extra concerts, which will be known as "special nights." Saturday night will be "Alliance" night, when only compositions of American and English composers will be played; Sunday night will be "bandmasters" and "conductors" night, in honor of the leaders of New York musical organizations, and Monday night will be "farewell" night.

"Santiago Night" at Manhattan Beach

To-morrow night will be "Santiago night" at Pain's Manhattan Beach fireworks amphitheatre, and the crushing blow which Schley dealt Cervera will be illustrated in fire. The "Fall of Manila" will be continued, followed by five pictures of the principal heroes of the fight, and scores of patriotic mottoes and devices.

Took an Overdose of Laudanum.

Mrs. Lizzie A. Gage, wife of the proprietor of a saloon at the corner of Fifth Avenue and Bergen Street, Brooklyn, died at 2 o'clock yesterday morning of an overdose of laudanum, supposed to have been taken with suicidal intent. Mrs. Gage belonged to a wealthy Chicago family. For some time she had suffered from melancholia, but up to Wednesday night she was in good health. Several of her friends claim that being nervous she took the overdose of laudanum by mistake for a sedative. The funeral will be held to-morrow night, previous to which the Coroner will hold an inquest.

HAWAII IS NOW AMERICAN

President McKinley Signs the Annexation Resolution Completing the Work.

ADMIRAL MILLER TO SAIL OUT

The Philadelphia Will Carry the Flag to the Islands—A Commission to be Appointed Before Congress Adjourns.

WASHINGTON, July 7.—The President signed the Hawaiian annexation resolution at 7 o'clock this evening.

Secretary Long to-day gave orders for the departure of the Philadelphia from Mare Island for Hawaii. She will carry the flag of the United States to those islands and include them with the Union. Admiral Miller, commanding the Pacific station, who is now at Mare Island, will be charged with the function of hoisting the flag that was hauled down by Commissioner Blount. The ship will be ready for sea in a very few days under the Secretary's orders, and should make the trip in a week.

Meanwhile the President will appoint a commission immediately to frame the laws necessary for the changed condition of affairs in Hawaii. This must be done before the adjournment of Congress, as the Commissioners are subject to confirmation.

Senators and Representatives who conferred with the President to-day gained the impression that for the present the government of the Hawaiian Islands would be left largely in the hands of President Dole. Under the joint resolution annexing the islands the government, until otherwise provided by Congress, is vested in such person or persons as the President of the United States may determine. Besides President Dole some other person in Hawaii and one or more citizens of the United States may be selected to act with him. It has been pointed out that citizens of the United States familiar with the laws of this country ought to be members of the provisional Government, as the laws of the United States are extended over the islands.

Minister Hatch Sees Judge Day.

Minister Hatch of Hawaii arrived at the State Department at 11 o'clock, and held an extended conference with Secretary Day on the consummation of the annexation of Hawaii to the United States. The Hawaiian authorities had taken steps to convey the good news at the earliest possible moment to Hawaii. Mr. Hatch sent extended official dispatches to the Hawaiian agent in San Francisco to be forwarded by the steamer sailing to-day. The Minister will leave here to-morrow to catch the steamer Alameda, sailing for Hawaii on July 13.

Lorin M. Thurston, Hawaiian Commissioner, goes with Mr. Hatch, but will wait till July 16, to take the steamer Rio de Janeiro to Hawaii. It is understood also that Mrs. Dominis, formerly Queen Liliuokalani, and her party, who have been in Washington for many months, contemplate taking an early steamer for Hawaii.

Minister Hatch and Mr. Thurston expressed the deepest satisfaction at the favorable outcome of this long struggle. As they entered the State Department to-day they received congratulations on every hand. Mr. Thurston remarked that it felt good to be an American. It is the view of the Hawaiian authorities that Hawaii becomes a part of the United States at the moment that the President attaches his signature to the resolution of Congress. The annexation is said to be complete without any further action, here or in Hawaii. At the same time it is possible that the Hawaiian Legislature may pass a resolution similar to the one passed by our Congress. While it was said that this was not necessary, yet it will be a formality accomplished, and remove every possible chance for quibble over the regularity of the procedure.

The Tender of Hawaii Accepted.

Mr. Thurston explains the status thus: "The Hawaiian Senate unanimously ratified a treaty of annexation. This in effect was a tender of Hawaii to the United States. Now the United States accepts the tender by a joint resolution of Congress, signed by the President. The tender and acceptance complete the act. If, however, it is desired to have both branches of the Hawaiian Legislature pass an act similar to that of the American Congress, Mr. Thurston says this may be quickly accomplished. The session has just ended, but an extra one can be called at once, not more than fifteen days being required for assembling an extra session."

It is said that the transmission of the republic to the United States can be accomplished without the slightest delay or friction. A complete internal organization already exists, civil and military, and it is pointed out that this does away with the delay of organizing a Government such as occurred when California was admitted.

The return of the ex-Queen to Hawaii is not regarded as significant in showing any purpose of continuing the contest against annexation. Although it has been reported that she was exiled, this is denied by those fully acquainted with the facts. The former Queen retains her citizenship in Hawaii, and now that all Hawaiians become citizens of the United States, she also is said to be entitled to this citizenship. She has four residences at Honolulu, one of them being a large and handsome establishment opposite the Government buildings. One of her other houses has been occupied as a British Consulate. Her niece, Princess Kaiulani is now at Honolulu, and recently has shown her friendly disposition to the United States by taking the post of Vice President of the Red Cross Society, to look after our wounded men coming through there.

The Japanese Minister, Mr. Hoshi, was a caller at the State Department, but his visit was purely social and had no reference to Hawaii. The Minister said Japan had no further concern with Hawaiian annexation to the United States, all questions on that point having been cleared up long ago.

An Estate in Honolulu.

HONOLULU, June 29.—Queen Dowager Kapiolani has commenced an action against her nephews, David Kakananakoa and Jonah Kalanianaole, to recover property valued at many hundred thousand dollars which she had deeded them, with the understanding that the deeds should not be recorded without her consent. She has discovered that the deeds have been recorded, hence the suit to have the transaction annulled.

Queen Liliuokalani's Return.

HONOLULU, June 29.—Queen Liliuokalani will return to Honolulu. In letters received here by the Belgic she stated that she expected to come by the Alameda, due here July 20. Her residence is being put in order for her. Her carriages and stables are being got ready, so that when she comes she can go at once to her home. Her coming at this time is said to have no significance in connection with annexation matters, as her plans to return were formed several months ago.

THE MAJOR GENERAL'S RANK.

A Bill to Confer It Upon Adjt. Gen. Corbin Passes the Senate Despite Objections.

WASHINGTON, July 7.—The Senate today passed the bill fixing the rank of the Adjutant General of the Army as that of Major General.

When the bill was called up by Mr. Sewell, (Rep., N. J.,) Mr. Pettus, (Dem., Ala.,) objected to consideration of the bill. On motion of Mr. Sewell the Senate by vote took up the measure. Mr. Pettus attacked the bill, declaring it was a piece of political favoritism, and was a wrong to many other officers now in the field.

Mr. Bate (Dem., Tenn.,) defended the bill, and defended Gen. Corbin, the present Adjutant General, paying a high tribute to Gen. Corbin's executive ability.

Mr. Sewell said no man had demonstrated more fully than had Gen. Corbin his distinguished ability, and his entire worthiness for the promotion the pending measure would give him. In reply to the charge of Mr. Pettus that Gen. Corbin was a political favorite, and had profited thereby, Mr. Foraker (Rep., Ohio,) said he was unwilling that such a statement should stand uncontradicted. He pointed out that Gen. Corbin had won the honors that had come to him by meritorious services. His promotion had been earned step by step, and his entire record was gallant and heroic. He had served eleven full years on the plains fighting Indians, and long before that had won distinguished honors in the civil war.

Mr. Pettus interrupted Mr. Foraker with the remark that he supposed Gen. Corbin was great because he came from Ohio.

"It is not necessary," retorted Mr. Foraker, hotly, "for me to answer the fling of the Senator from Alabama at Gen. Corbin except to say that it is entirely unwarranted in this Senate. Gen. Corbin has a record that the Senator has no right to sneer at. Of course, that he came from Ohio has nothing whatever to do with this bill. The Senator knows that. No apology will ever be made because he came from Ohio, and especially none to the Senator from Alabama, who has manifested so much heat in this discussion."

Mr. Morgan (Dem., Ala.,) thought the general idea of the bill that the Adjutant General should be a Major General was a good one, but he believed the President ought to make the nomination in the regular way.

Mr. Morgan said that while no doubt Gen. Corbin was a deserving officer, this was a piece of personal favoritism, and Senators were now engaged in returning favors. "I have no doubt," he continued, "that Gen. Corbin has rendered acts of conspicuous service which some of our friends on this floor appreciate very highly, for we have handed down the family names of almost every distinguished man on this floor among the commissioned officers of the army, and Gen. Corbin has had a part in that. I thank him for it. I am sorry I did not have somebody to put in. What are we doing here except returning compliments to a gentleman who has had the opportunity and exercised it very graciously by conferring titles and commissions upon our sons."

The bill passed without amendment.

ADJOURNMENT OF CONGRESS.

The House Passes a Concurrent Resolution to Adjourn To-day, but the Senate Hesitates.

WASHINGTON, July 7.—The House today adopted a concurrent resolution offered from the Committee on Ways and Means providing for final adjournment of the session of Congress at 2 o'clock to-morrow. The passage of the bill was not opposed, and was generally applauded by the members.

In the Senate, Mr. Allison (Rep., Iowa,) called up the House resolution and had it referred to the Committee on Appropriations.

Mr. Allen (Pop., Neb.,) and Mr. Hawley (Rep., Conn.,) thought it impossible that Congress could dispose of necessary business and adjourn to-morrow.

Mr. Hawley (Rep., Conn.,) called attention to the large number of confirmations that ought to be made, in justice to the appointees, and expressed the houe that no adjournment would be taken until they had been disposed of and until all conference reports had been agreed to.

ROUTINE OF THE HOUSE.

Several Bills Pertaining to the War Were Considered.

WASHINGTON, July 7.—Speaker Reed had not returned to Washington to-day, and in his absence Mr. Payne (Rep., N. Y.,) was designated to preside over the House.

By the adoption of a resolution Mr. Payne was formally elected Speaker pro tempore of the House. Mr. Dalzell (Rep., Penn.,) explained that many enrolled bills were awaiting the signature of the Speaker for transmission to the Senate and President, and in ignorance of the exact movements of Speaker Reed, who was absent from the city, it was well for the House to elect a Speaker who could sign the enrolled bills.

The day in the House was given to consideration of measures by unanimous consent. Few of importance were passed.

Incidental to the consideration of a pension bill, Mr. Ray (Rep., N. Y.,) occupied an hour with a general speech upon pension legislation. He reviewed the pension legislation at the present session of Congress, pointing out that 486 private bills passed, whereupon the Fifty-second and Fifty-third Congresses passed only 336 bills. Mr. Ray did not conclude his speech, a point of order being made by the Democrats that he was not speaking to the bill under consideration.

When he concluded Mr. Berry (Dem., Ky.,) arose. "I desire," he began, "to say a word about a resolution to properly recognize Commodore Schley—"

"I make the point that the gentleman is not confining himself to the bill," quickly interrupted Mr. Ray, while the House applauded freely the Commodore's name.

After much delay Mr. Berry secured the privilege to proceed in order. "I will say," began Mr. Berry, "that I will keep pretty close to the bill, but I do not expect to keep as close as was Commodore Schley to the Spanish fleet when he was destroying it off Santiago."

Mr. Ray again made the point of order, and Mr. Berry finally resumed his seat, and consideration of pension bills proceeded.

Mr Berry finally secured the reading of his resolution thanking Commodore Schley and the officers and men under him for the victory over Cervera.

The Senate resolutions extending thanks and directing the giving of medals to Lieut. F. H. Newcomb and the officers and men of the Hudson, in the fight at Cardenas, and directing the retirement upon full pay of Capt. Daniel B. Hodgson of the McCulloch, in the Manila battle, were laid before the House. Mr. Hepburn (Rep., Iowa,) asked consent for its consideration, but Mr. Berry (Dem., Ky.,) objected unless the Schley resolutions should be taken up with them. This condition was not conceded, and the Senate resolutions went over.

NICARAGUAN CANAL SCHEME.

Severe Attack Made on the Maritime Company in the Senate.

WASHINGTON, July 7.—In the Senate today Mr. Morgan (Dem., Ala.,) announced that he proposed to try to get up his bill for the construction of the Nicaraguan Canal by the United States.

Mr. Turpie (Dem., Ind.,) sharply opposed the idea suggested by Mr. Morgan. He maintained that the opponents of the bill had a right to be heard briefly. The suggestion of Mr. Morgan, he thought, was premature, as the report of the existing Canal Commission had not been filed. He spoke of the effect of the clear, beautiful, and placid waters of Lake Nicaragua on barnacle-laden ships, the water soon clearing the vessels of the barnacles. He then likened the Maritime Canal Company to a barnacle which had attached itself to the canal scheme. "One of the great and chief barnacles of the enterprise," said he, "is the Maritime Canal Company. It is a barnacle which has attached itself to the keel and the sides of the canal vessel.

"The canal project has been hindered and retarded and delayed by the Maritime Canal Company, and I regret that even the name of that company is in the bill pending. That name is thoroughly odious in every market in the world. I know of no name so distasteful so odious, as that of the Maritime Canal Company, except that of the Panama Canal Company of the Isthmus of Darien."

BILLS IN THE SENATE.

Many Necessary War Measures Were Taken Up and Passed.

WASHINGTON, July 7.—Among the bills passed by the Senate to-day were the following:

To reimburse the Governors of States and Territories for expenses incurred by them in aiding the United States to raise and organize, supply and equip the present volunteer army.

To restore Major J. W. Wham, formerly Paymaster in the United States Army, to his full rank and pay in the army.

Fixing the pay and allowances of Chaplains of volunteer regiments and making them the same as those of a mounted Captain.

To enable courts-martial and courts of inquiry to secure the attendance and testimony of civilian witnesses.

To pay William C. Dodge $10,000 for the use by the United States of a patent cartridge-loading machine.

These resolutions were passed by the Senate:

Authorizing the Committee on Finance to make an investigation of internal revenue and customs matters and to hold sessions during the recess of Congress.

Requesting the President to take immediate steps, if not incompatible with public interests, to secure release or the fair and speedy trial of Harry K. Spring and Charles Nelson, residents of California, who have for a long time been under arrest in the Republic of Colombia.

Princeton's Degree for Dewey.

WASHINGTON, July 7.—Attorney General Griggs called at the Navy Department to-day and introduced to Secretary Long Treasurer Osborn of Princeton University. Mr. Osborn was the bearer of the diploma of the degree of LL.D., recently conferred upon Admiral Dewey by the President and Trustees of the university. The parchment will be forwarded to the Admiral by the first outgoing steamer.

PRESIDENTIAL NOMINATIONS.

WASHINGTON, July 7.—The President today sent these nominations to the Senate:

Pension Agent, San Francisco—Jesse B. Fuller.

Pension Agent at Columbus, Ohio—Joseph W. Jones.

Constructor in the Revenue Cutter Service with rank of First Lieutenant—James W. Lee of Maryland.

Members of the commission to revise and amend the laws of the United States concerning patents, trade and other marks and trade or commercial names—Francis Forbes of New York, Arthur P. Greeley of New Hampshire, Peter S. Grosscup of Illinois.

President McKinley's Degree.

WASHINGTON, July 7.—President McKinley, upon whom Yale University recently conferred the degree of Doctor of Laws, to-day received from President Dwight and the members of the corporation the usual diploma printed on parchment. The roll was wrapped in Yale blue silk and encased in an oak box.

To Bury Soldiers at Home.

WASHINGTON, July 7.—Both houses of Congress to-day agreed to an appropriation of $200,000, "to enable the Secretary of War, in his discretion, to cause to be transported to their homes, the remains of officers and soldiers who die at military camps or who are killed in action, or who die in the field at places outside of the limits of the United States."

For a Church at West Point.

WASHINGTON, July 7.—The Senate today passed the House bill permitting the Secretary of War in his discretion to have erected on the West Point reservation an edifice for religious worship.

The Pan-American Bank.

WASHINGTON, July 7.—In the House today the bill to incorporate the International American Bank was called up, but by unanimous consent it went over to the first Wednesday after Congress shall meet in December.

Senate Confirmations.

WASHINGTON, July 7.—The Senate today confirmed almost all the nominations on the calendar to which there was no opposition, and decided to go into executive session at 12:30 o'clock to-morrow, for the purpose of taking up cases in which confirmation is opposed.

FUNERAL OF W. K. CARLISLE.

Services Over the Body of the ex-Secretary's Son.

The funeral of William K. Carlisle, son of ex-Secretary of the Treasury John G. Carlisle, took place yesterday. The services were held at the home of the dead man's father, 4 Washington Square North. The Rev. Dr. Anderson of the Washington Square Methodist Church officiated. There was a large number of floral gifts.

The pallbearers were Isidor Straus, C. R. Breckinridge, William E. Curtis, Harris D. Colt, Henry M. Clapp, and William P. Riggs. Some of those present were ex-Secretary Charles S. Fairchild, ex-Secretary Daniel S. Lamont, William B. Hazen, John Sabine Smith, Oscar S. Straus, Claude Johnson, Miss Harriet Hamlin, and Mr. and Mrs. F. K. Curtis.

The body will be placed in a receiving vault in Calvary Cemetery for a time. Though Mr. Carlisle was not a Catholic, his widow is, and at her request the body will be left in a vault until arrangements are made for its burial. William K. Carlisle was forty-one years old. He was a lawyer in his father's office. He died from typhoid fever and acute bronchitis. His brother Logan died in January. The deceased leaves a widow and three children.

DEATH LIST OF A DAY.

Parker Pillsbury.

Parker Pillsbury, the noted abolitionist, died at his home in Concord, N. H., yesterday. He was eighty-nine years old, and the last of that famous phalanx of anti-slavery lecturers who traveled over New England and the West from 1830 to Emancipation Day, in 1863, pleading the cause of negro freedom.

For a long time Mr. Pillsbury had been feeble physically. But up to the moment of his passing away his mind retained its wonted clearness and strength. His death is attributed simply to old age. Mr. Pillsbury was born in Hamilton, Mass., on the 22d of September, 1809. In 1814 he removed with his parents to Henniker, N. H., and worked on their farm until 1835. In that year he entered the Gilmartin Theological Seminary, from which he was graduated in 1838. The next year he spent at Andover and during 1840 he served the Congregational Church at New London, N. H. In 1841 he abandoned the ministry and began his anti-slavery work. In a very short time he became famous. Emerson declared him to be the strongest man intellectually of all that great abolition coterie composed of Garrison, Phillips, Foster, Rogers, and himself. Upon him the public bestowed the sobriquet "sledgehammer of the abolitionists" because of his impassioned and emphatic rhetoric.

All the while Mr. Pillsbury was traveling over the country lecturing against the institution of slavery he was also editing papers devoted to the same cause. From 1840 to 1845 he directed the destinies of The Herald of Freedom, published at Concord, and from 1845 to 1866 he wrote the leading articles for The National Anti-Slavery Standard, published in New York City.

In 1868 he engaged in a crusade for woman's suffrage, and for two years edited The Revolution, a paper published in New York City in behalf of woman's interest. In the latter part of 1870, however, he abandoned this work, and went back into the ministry, and was for a number of years a preacher for free religious societies in Salem and Toledo, Ohio; Battle Creek, Mich., and other Western towns.

Only recently Mr. Pillsbury made a trip to Boston, where he spent several days with his nephew, ex-Attorney General Pillsbury. He wound up his stay by attending a theatre party given in his honor by the octogenarian mother of ex-Attorney General Pillsbury. He returned to Concord, and almost immediately after he arrived at his home he began perceptibly to weaken. The end came steadily on.

Mrs. Henrietta Collier.

Mrs. Henrietta Collier, wife of Edmund Collier, an actor, died Wednesday at her residence, 301 West One Hundred and Sixteenth Street. Mrs. Collier was born in New York City forty-eight years ago. She was the mother of one son and three daughters. The son is Willie Collier, the well-known comedian. Two of the daughters, Helen and Catherine Collier, are also on the stage. Funeral services will be held at the residence at noon to-day, conducted b the Rev. Dr. Pratt. The interment will take place at Greenwood Cemetery.

Obituary Notes.

ALFRED R. BOOTH of Brooklyn died Wednesday at his home, 128 North Eighth Street, in his fifty-third year. He was born in England, and at an early age came to America. In 1865 he settled in Williamsburg. He was at one time a Custom House Inspector and at another time an Inspector of boilers. He was a Freemason, and at the time of his death belonged to Montgomery Lodge. He leaves a wife, two sons, and a daughter.

JAMES ENGLISH, a retired shipbuilder, died Tuesday, in his eighty-second year, at the home of his daughter, Mrs. Samuel Wood, Katonah, N. Y. Mr. English was born in New York. During the war he built several gunboats for the United States Government. A son and a daughter survive him. Funeral services were held yesterday in the Third Universalist Church, Brooklyn, and were conducted by the Rev. A. E. Wright. Burial was in Evergreens Cemetery.

Major ROLAND RHETT died Wednesday at his home, 96 Columbia Heights, Brooklyn, after an illness of two years. Since he was taken ill the physicians had been baffled in their efforts to aid him and could not discover the cause of his disease. Major Rhett was born in Charleston, S. C., in 1822, and since 1883 had lived in Brooklyn. During the civil war he held the position of Post Quartermaster at Columbia, with the rank of Major, in the Confederate Army. He was a member of the Aztec Club and of the Southern Club of Brooklyn. He leaves a wife and ten children. The funeral will be held this afternoon.

Gallagher—Walsh.

Dr. Vincent J. Gallagher of 3 Eaton Avenue and Miss Annie M. Walsh, daughter of Mrs. James Walsh of 233 Stuyvesant Avenue, were married at noon yesterday in St. Peter and Paul's Roman Catholic Church, Brooklyn. The rector, the Rev. Father Malone, performed the ceremony. Owing to the recent death of Dr. Gallagher's mother, the wedding was a quiet one, and only the relatives and most intimate friends of the two families were present. Miss Matilda Walsh attended the bride as maid of honor, and William P. Scott was the groomsman. The bride has been identified with amateur theatricals for the last five years, having been connected with the Booth and Gilbert Societies and the Standard Comedy Company.

BUSINESS NOTICES.

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MARRIED.

COX—ROSELLE.—At Helena, Montana, on Tuesday, June 28, 1898, by the Rev. Carleton F. Brown, Ella E. Roselle to Walter Cox of New York City.

DIED.

STEINER.—On Tuesday, July 5, Charles, eldest and dearly beloved son of George and the late Catherine Steiner, aged 46 years.
Funeral from his late residence, 344 East 6th St., on Friday, July 8, 1:30 P. M. Interment at Greenwood.

WRIGHT.—On Tuesday, July 5, 1898, Sarah J., daughter of the late William Wright of Boston, Mass.
Funeral private.
Boston papers please copy.

WOODLAWN CEMETERY.

Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED JULY 7.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. July.
ARTIS, John, 345 9th Av.	60	5
AARON, Louis, 224 E. 113th St.	1	6
BEINER, Louis, 55 Clinton St.	3	6
BYRNE, Francis, 153 E. 87th St.	17	6
BURKE, Arthur J., West Shore Hotel	37	6
BARRY, Bridget, 145 Willis Av.	25	6
BASCIALAW, Joannina, 35 Oak St.	87	6
BENNETT, Cecelia, 217 E. 127th St.	81	5
BERK, Jacob A., 62 E. 67th St.	58	6
BURKE, John J., 107 E. 88th St.	88	5
BAUMANN, Dietrich, 163 E. 106th St.	1	6
BURKE, Fanny, 827 Southern B'vard.	2	5
CONLEY, James, 110 Macdougal St.	54	6
CORSER, Herbert J., 268 W. 117th St.	27	5
CHURCH, Francis M., 111 E. 130th St.	77	4
CALANDRA, Simone, 248 Elizabeth.	3	7
CUNNINGHAM, Annie, Almshouse	60	6
DOELGER, Rosa, 1,001 1st Av.	2	7
DUFFY, Edward, Bellevue Hospital	37	3
DONAHUE, Philip, 267 Hudson St.	54	4
DANN, Jacques, 157 W. 27th St.	24	5
EISELE, Oscar, 258 8th Av.	26	5
FEIGMAN, Henrietta, 100 W. 89th St.	60	4
FETTIS, George W., 923 Brook Av.	2	5
FOWLER, Mary, 1,950 Amsterdam Av.	23	6
FORSYTHE, Florence, 204 6th St.	1	5
FRANCIS, John, Bellevue Hospital	82	4
GABOLOFF, Hillel, 143 Madison St.	40	7
GERHARDT, Margaretha, 402 E. 31st.	66	7
HUK, Geeng, 26 Mott St.	36	7
HANIK, John, 1,398 Avenue A	42	5
HELBOCK, Joseph, 928 E. 151st St.	48	5
HANDY, Victoria, 23 Christopher St.	22	6
HAHLBORN, Maggie, 258 E. 125th.	33	6
JANNER, August, Fordham Hospital	27	4
JONES, Merwin N., Home for Inc'bles	75	5
KILLERLANE, John G., 24 Downing St.	57	4
KISSAM, Jennie H., 304 W. 82d St.	30	6
KIPPEN, Charles N., 351 W. 21st St.	51	6
KELLY, Lauretta, 51 Catharine St.	14	5
KENNY, David, 1,035 Elsmere Place.	36	5
KHALCHADOWIAN, Matek, 15 Vandewater St.	75	5
LANGHIRT, John, 83 2d St.	31	7
LONG, Eliza, 558 W. 48th St.	41	4
LEVINGER, Abraham, 90 Willett St.	78	6
LANE, Kate, 110 W. Houston St.	36	4
LAUNO, Anna, 527 E. 155th St.	66	6
LOCKWOOD, Ada, 203 E. 15th St.	60	2
McMAHON, Kate, 275 Hudson St.	3	5
McCABE, Thomas J., 545 W. 49th St.	7	6
McGOWAN, Thomas, 2,149 2d Av.	1	5
McDERMOTT, James C., 785 E. 146th.	34	6
McNULTY, Mary, 121 E. 108th St.	36	6
MARSHALL, Harry, 515 W. 110th St.	19	6
MOSSI, Hattie, 133 Sullivan St.	3	6
MONTGOMERY, John W., 786 Columbus Av.	8	4
MOTT, Mary, 64 Goerck St.	63	5
MONTGOMERY, Mary, 200 E. 30th St.	74	7
NAGLE, Theresa, 500 W. 125th St.	31	6
NODUS, Solomon, 94½ Essex St.	70	7
PARKER, Harold M., 534 E. 119th St.	1	6
REED, Tannie, 537 W. 29th St.	24	5
REID, Catharine, Morris Av.	78	5
RODER, Jacob S., 333 E. 116th St.	56	7
RYAN, John, 506 W. 26th St.	2	6
SLAYTON, Theodore, 1,879 Prospect Av.	31	6
SCHMIDT, Anna M., 552 W. 47th St.	3	5
STOUT, Richard, 102 W. 89th St.	66	5
SPERRY, Elizabeth, 346 7th Av.	16	6
SCHROEDER, Bridget, 417 St. Ann's Av.	22	4
SMITH, Jacob R., Webster Av.	1	6
SLOR, Amelia, 310 W. 117th St.	48	7
STEWART, Alice E., 434 W. 27th St.	24	6
STEER, John, 335 W. 44th St.	1	5
STEINER, Charles, 344 E. 6th St.	46	5
TESSYMAN, Hannah, 521 W. 52d St.	45	3
THIELE, Helen, 264 W. 117th St.	1	4
TRACY, Laurence J., 236 W. 16th St.	1	7
TRAINOR, Mary A., 708 E. 139th St.	63	5
WRIGHT, Sarah J., 107 E. 70th St.	81	5
WAGNER, Emil, 100 Columbia St.	35	7
WALKER, Jane, 216 W. 23d St.	50	7

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. July.
ARRAS, Margaret, 58 Dupont St.	1	6
BLEEKMAN, Mary, 196 58th St.	1	5
BLAKE, Frank, 695 Fulton St.	48	6
BARRON, Margaret, Long Island State Hosp.	80	6
BOHNER, John, 48 Starr St.	47	6
BEISEL, Charles, 1,332 Gates Av.	26	6
BURROWS, Grace, 79 Weirfield St.	28	5
CONWAY, Sarah, 106 Melrose St.	25	5
CHESHIRE, Mary, 81 Howard Av.	1	5
COLHMEYER, F., 95 Grand St.	52	5
CUDDY, Mamie, 546 Grand Av.	1	5
COLLINS, E., 90 Washington Av.	36	4
CHAMBERS, J., foot Jorolemon St.	21	7
DONOHUE, James, 417 Henry St.	31	6
DOYLE, James, 1,681 Dean St.	31	5
DUCKER, Mabel, 71 Guernsey St.	2	6
DOHERTY, John, 72 Glen St.	53	6
FORBES, Lawrence, 657 Lorimer St.	56	5
FRYER, M., Berriman St. and New Lots Av.	40	6
GROVER, A., Long Island State Hosp	43	5
GUILFOYLE, John, 565 Warren St.	42	5
GERBERT, Gertrude, 80 Ten Eyck St.	1	7
GERBERT, Florence, 80 Ten Eyck St.	1	5
GOEHLER, William, 991 Bergen St.	67	4
GROVES, Florence, 314 Stuyvesant Av	83	6
GIOFFI, Francis, 47 Degraw St.	2	7
HANGSTATTER, Bertha, 89 Lorimer St.	55	6
HOFFMAN, Maria, 1,436 DeKalb Av.	51	5
HOEY, John, 164 Linden St.	33	6
KILLALAY, Michael, 191 Douglas St.	27	7
KERR, Jane, 359 Cumberland St.	88	5
KELLER, Susan, 237 Oakland St.	1	5
KLEIN, Louis, 341 Metropolitan Av.	2	5
KNIGHT, Lydia, 65 7th Av.	73	6
KURTZ, Annie, 12 Park St.	37	5
LEVIEN, Eric, 378 5th St.	1	6
LUCAS, Lizzie, 321 Hudson Av.	6	5
LEE, John, 41 4th St.	6	7
MEHLENBERG, J., 110 Waverly Av.	1	5
MANNING, Grace, St. Peter's Hosp.	7	4
MAY, Nicholas, 1,152 Broadway	77	5
McGRATH, A., Jr., Kings County Hosp	17	4
McCALVEY, Margaret, 704 Pacific St.	85	4
McJERROW, John, 192 Jay St.	65	5
NEVINS, John, 227 Flatbush Av.	73	5
NELSON, Mabel, 29 India St.	1	7
O'ROURKE, Josephine, 79 Douglas St.	1	6
ROACHE, Joseph, 10 Harrison Place.	1	5
SCHILT, Edna, 247 Central Av.	1	6
SCHENCK, Peter, 66 Sutton St.	28	5
SCHLING, Catherine, 234 Stockton St.	35	6
STELZER, Martha, 271 Vernon Av.	25	5
SCHLAPP, G., 163 Hopkins St.	2	6
STANSBURY, Mary, 118 Montague St.	82	6
TIERNEY, Arthur, 1,795 Atlantic Av.	18	5
TENNIE, John, 134 Graham Av.	2	6
VOSS, Johanna, 149 Woodruff St.	40	6
VELSOR, Nellie, 676 Hancock St.	22	6
WALDEN, Helen, 535 Lorimer St.	2	5
WRIGHT, Edna, 63 Tompkins Av.	1	6
WALSH, Henry, 652 Myrtle Av.	1	7
WARD, Clara, 164 3d Av.	61	6
WALKER, W., 20 Van Voorhis St.	68	6
WESSEL, Henry, 203 4th Av.	1	7

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FINANCIAL.

TO THE HOLDERS OF THE FIVE PER CENT. SECOND MORTGAGE BONDS OF THE STATEN ISLAND RAPID TRANSIT RAILROAD COMPANY, GUARANTEED BY THE BALTIMORE AND OHIO RAILROAD COMPANY, ISSUED UNDER MORTGAGE DATED NOVEMBER 21ST, 1885:

Default having occurred in the payment of the interest due July 1st, 1898, on the bonds above described, we have been requested and have consented to accept deposit of the bonds and act for the bondholders in devising and promoting a reorganization of the property covered by the mortgage, and preserving, protecting, and promoting the bondholders' interests. The bondholders' agreement has been prepared, and copies can be obtained either from us or at the office of the CENTRAL TRUST COMPANY OF NEW YORK. In exchange for any bonds deposited with us under the agreement, we will issue and deliver certificates in customary form, which will be countersigned by the CENTRAL TRUST COMPANY OF NEW YORK, to whom the deposited bonds will be delivered by us. A plan of reorganization will be formulated, and submitted to the bondholders as soon as, in our opinion, it is possible to do so with due regard to the interests of the bondholders, and in the meantime we will act for the depositing bondholders under the authority conferred upon us by the agreement.
Dated New York, July 1st, 1898.
Hallgarten & Company,
28 BROAD STREET, N. Y.
Tracy, Boardman & Platt, Counsel.

COLONIAL TRUST COMPANY.
222 BROADWAY.
CAPITAL AND SURPLUS $1,500,000.
Legal Depositary for Court and Trust Funds.
TRANSACTS A GENERAL TRUST BUSINESS.
Acts as Executor, Guardian and Administrator.
Sells Foreign Exchange and Letters of Credit.
PAYS INTEREST ON DAILY BALANCES.
TAKES ENTIRE CHARGE OF REAL ESTATE.
ACTS AS TRUSTEE FOR RAILROAD AND OTHER MORTGAGES.
TRANSACTS A GENERAL BANKING BUSINESS.
OFFICERS.
JOHN E. BORNE, President.
ROSWELL P. FLOWER, CHAS. C. DICKINSON, Vice-Presidents.
JAMES W. TAPPIN, Secretary.
ARPAD S. GROSSMANN, Treasurer.
EDMUND L. JUDSON, Asst. Secretary.
PHILIP S. BABCOCK, Trust Officer.
TRUSTEES.
Henry O. Havemeyer, Cord Meyer,
Roswell P. Flower, Perry Belmont,
Lowell M. Palmer, Wm. T. Wardwell,
John E. Borne, Chas. C. Dickinson,
Richard Delafield, Henry N. Whitney,
Daniel O'Day, Theo. W. Myers,
Percival Kühne, L. C. Dessar,
Frank Curtiss, Geo. Warren Smith,
Vernon H. Brown, John S. Dickerson,
Seth M. Milliken, Geo. W. Quintard,
W. Seward Webb.

NOTICE.
TO HOLDERS OF MORTGAGE BONDS OF THE KANSAS CITY, WATKINS AND GULF RAILWAY COMPANY.—The Farmers' Loan and Trust Company vs. The Kansas City, Watkins and Gulf Railway Company.—No. 138, U. S. Circuit Court, Western District of Louisiana.
By virtue of a decree made in above cause, the Master appointed to ascertain what bonds of said Railway Company are entitled to the security of a mortgage executed by said Company on February 1st, 1890, in favor of The Farmers' Loan and Trust Company, will hold a public meeting at the office of The Farmers' Loan and Trust Company, 22 William Street, New York, on Tuesday, July 12th, 1898, 11 o'clock A. M.
All holders of such bonds may present same then with such competent evidence as they may desire to present, and any person or persons having objections to any bonds which may be presented may then make and support by competent evidence such objections.
A. H. LEONARD, Master in Chancery.

N. Y. SECURITY & TRUST CO.
46 WALL STREET, NEW YORK.
Capital $1,000,000. Surplus $1,500,000
CHARLES S. FAIRCHILD, President.
Wm. L. Strong, 1st V.P.; Abram M. Hyatt, 2d V.P.
Osborn W. Bright, Sec.; Zelah Van Loan, Asst. Sec.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Brooklyn Elevated R. R.
SECURITIES DEALT IN.
DAVID PFEIFFER, 18 Wall St.

THE FINANCIAL MARKETS

Market strong.

Yesterday's stock market proved a pleasing surprise to holders of securities. Weakness showed at the start, but only temporarily; before business was fairly under way strength developed throughout the whole list, many substantial advances being scored and maintained. No new news of importance came, but better feeling was shown in material ways.

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Notable among the day's developments was the fact that, though strenuous efforts at depression have been made, and adroitly made, by most of the professional talent of the Street, liquidation has appeared nowhere. The point seems to have been reached where people who own securities know what thy own, and are both ready and able to hold what they have. Especially has this been brought out clearly as to the higher class of stocks—standard shares like New York Central, Northwest, and the foremost Grangers.

Yesterday's market emphasized this feature significantly. Buying orders, not of unusual size, appearing in such stocks, had the effect of producing quick and substantial advances. New York Central, as an instance, opened at 116, and orders to take 1,000 shares lifted the quotation to 117. Later the price was within a slight fraction of 118, a net gain of about a point and a half being scored at the end of the day. In Northwest the purchase of 4,000 shares produced a rise of two whole points, 300 shares of Michigan Central sent the price of that stock up over two points, and Canada Southern, on fair buying, advanced 1 per cent.

That market is healthful which is strong under such leadership as these stocks of the Vanderbilt group.

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One rather discouraging feature of the market appears in flagrant efforts to manipulate some of the industrials into conspicuousness. The aim is to unload a lot of shelf-worn stuff; and (incidental to the distribution of much misrepresentation as to values which do not exist) the facilities of the Stock Exchange are being used in free and easy fashion to impart apparent strength; but only sleepy people can be fooled by such artifices as just now are strutting in the Stock Exchange's laundry department.

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Government bonds were steady at unchanged quotations. There were sales of $2,000 fours, 1907, registered, at 110¾ and $1,000 District of Columbia 3-65s at 116.

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In State securities, $28,000 Virginia funded debt 2-3s of 1991 sold at 71.

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Net changes in stock quotations of one-half of 1 per cent. or more were:

Stocks Advanced.

Am. Sugar Ref.	⅞	Missouri Pacific	⅝
Am. Sugar Ref. pf.	1	National Lead	½
Am. Tobacco	⅛	N. Y. Central	1½
Am. Tobacco pf.	3	Pacific Mail	½
Canada Southern	1	Penn. Railroad	¾
Chi., Bur. & Q.	⅝	P., C., C. & St. L. pf.	1
Chi., Mil. & St. Paul	½	Pullman Car	1½
Chi. & Northwest	2	Reading 1st pf.	⅝
Chi. & N. W. pf.	1	St. Paul, M. & M.	4
C., C., C. & St. L.	1¼	St. Paul & Omaha	⅞
Delaware & Hudson	½	Southern Pacific	¾
Del., Lack. & West.	½	Third Avenue	1
Hawaiian Sugar	1¾	Union Pacific pf.	½
Illinois Central	¾	U. S. Rubber	2
Met. Street Ry.	½	U. S. Rubber pf.	2¼
Michigan Central	2⅜	W. & L. E. pf. $1	
Mo., Kan. & Tex. pf.	½	asst. paid	½

Stocks Declined.

Chi., M. & St. P. pf.	½	P., C., C. & St. L.	¾
Laclede Gas pf.	1¼		

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Net changes in bond quotations of 1 per cent. or more were:

Bonds Advanced.

C., St. L. & N. O. 5s	1½	Ohio & Miss. 2d	1¼
Kings Co. Elev. 1st	5	St. P., M. & M. 2d	1¼
Long Dock 6s	1	St. P. & S. C. 1st	1⅛

There were no declines.

MONEY AND EXCHANGE.

Money on call loans at 1@1½ per cent., closing at 1¼ per cent.

Time money, 2½ per cent. for thirty to sixty days, 3 per cent. for ninety days to four months, 3½ per cent. for five to six months. Commercial paper rates, 3¼@3¾ per cent. for indorsed bills receivable, 3½@4 per cent. for choice single names, and 4½@5½ per cent. for others.

Clearing House exchanges, $141,915,693; balance, $8,399,729; Sub-Treasury credit balance, $363,125.

Money on call in London, ½ per cent. Rate of discount in the open market, 1 per cent. for short and 1@1⅛ per cent. for three months' bills.

Foreign exchange market was dull, but firm. Posted rates were unchanged at $4.85 for sixty days and $4.86½ for demand. Actual business was done at $4.84½@$4.84¾ for sixty days, $4.85⅝@$4.85⅞ for demand, $4.86@$4.86⅛ for cable transfers, and $4.83¼@$4.83¾ for commercial.

In Continental, Paris francs were quoted at 5.20 for long and 5.18¾ for short, reichsmarks at 94 13-16 and 95¼@95 5-16, and guilders at 40 3-16@40¼ and 40⅜.

New York exchange quoted as follows: Chicago—Par. Boston—15@20c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par; over counter, 50c premium. St. Louis—20c premium.

THE LONDON MARKET.

American shares were irregular in the London market. The principal changes were: Advanced—St. Paul, ¼, to 102¼; Erie first preferred, ¼, to 36⅝, and Reading, ⅛, to 9¾. Declined—New York Central, ⅝, to 119¾; Pennsylvania, ½, to 59½; Atchison, ⅛, to 13⅝; Louisville and Nashville, ⅛, to 55, and Erie, ⅛, to 13¾. Canadian Pacific sold at 86¼, and Illinois Central at 108⅝. British consuls declined 1-16 to 111⅝ for money, and 111 11-16 for the account.

The Bank of England rate of discount was unchanged at 2½ per cent. The bank lost £104,000 bullion on balance. The weekly statement shows the following changes: Total reserve decreased £1,766,000, circulation increased £335,000, bullion decreased £1,431,555; other securities increased £659,000, other deposits increased £867,000, public deposits decreased £1,946,000, notes reserve decreased £1,757,000, Government securities increased £294,000. The proportion of reserve to liability is 46.39 per cent., compared with 48.69 per cent. last week, against an advance from 44.30 per cent. to 49.37 per cent. in the corresponding week of last year.

In Paris, rentes sold at 103f 10c and exchange on London was 25f 22½c. The weekly statement of the Bank of France shows the following changes: Notes in circulation decreased 54,725,000f, Treasury accounts current decreased 38,350,000f, gold on hand decreased 1,200,000f, bills discounted decreased 119,525,000f, silver on hand decreased 125,000f. Gold was quoted in Madrid at 85, compared with 83 Wednesday and 82 a week ago; in Buenos Ayres at 176.80, compared with 175.80 Wednesday and 178.80 a week ago; in Rome at 107.12, compared with 107.10 Wednesday and 107.15 a week ago; in Lisbon at 79, compared with 79.25 Wednesday and 79 a week ago.

FRESH IN THE MARKET.

The common and preferred shares of the American Steel and Wire Company were admitted yesterday to the unlisted department of the Stock Exchange. No statement of the company's business is made public, but much activity was given to the stock on the tape, as is the usual fashion when such industrials are first introduced and market values sought. Over 3,000 shares of American Steel and Wire common were traded in yesterday, and, after selling at 37, quotations rose to 39½. Some part of the "buying" may have been natural and legitimate.

AN $8,000,000 SYNDICATE.

It is stated to THE NEW YORK TIMES upon authority believed to be trustworthy that a syndicate of $8,000,000 has been formed for the purpose of carrying into effect the consolidation and development plans which Mr. J. Pierpont Morgan has arranged for the Cleveland, Cincinnati, Chicago and St. Louis (Big Four) system.

This syndicate is divided into four parts, the subscribers to which are J. P. Morgan, W. K. Vanderbilt, M. E. Ingalls and Moore & Schley.

The accomplishment of the syndicate's plans will give the Three C's control of the Ohio bituminous coal carrying trade and in other and more important ways make the system powerful, including in its control important Central Western railroad properties like the Cincinnati, Hamilton and Dayton and Chicago, Indianapolis and Louisville.

ROTHSCHILDS FOR PEACE.

A New York Stock Exchange house received yesterday from a London correspondent, one of the most important bankers in Europe, the following cable dispatch:

"We have direct authority for advising you that the Rothschilds are again ardently and aggressively at work to bring about peace between the United States and Spain. They are in closest relationship with Pope Leo, and quick results are accounted sure. Every financial interest in Europe is ready to follow the Rothschild lead."

BUSINESS LOOKING UP.

Better demand for money is being experienced among financial institutions, and indications are general that war conditions no longer furnish an effective threat against business progress. Sentiment is growing that peace will be re-established much earlier than hitherto expected, and that the comparative dullness of the Summer season will be followed by great business activity. Mr. Frederick B. Schenck, President of the Mercantile National Bank, in talking with a representative of THE NEW YORK TIMES yesterday, referred conservatively to the improved business situation, and said in reference to financial conditions:

"I have not seen much improvement as yet in the rates for money. Nevertheless the demands upon this bank have been more numerous of late, so that for some days past it has not been necessary for us to seek for investments outside of our regular dealers' discounts. As we have a varied business, it is fair to presume that this same condition prevails in most of the other banks throughout the city. And if such is the fact, the effect ought to be manifested within a short time by some improvement in the rates for commercial paper.

"Quite a number of out-of-town depositors have asked us lately for temporary accommodation in the way of loans, and they probably need the money for investments in the new 3 per cent. bonds. We think they have subscribed for them quite extensively. That money will probably not come back to us till some time in August, and very likely not till the latter part of that month."

TOBACCO TRUST TRUCE.

Papers have been signed by which recently conflicting factions in the Tobacco Trust come into amicable relationship. A remarkable story current in Wall Street has it that a balance sheet of the company may even be issued to shareholders.

EUROPEAN PROPOSALS.

At least two foreign syndicates are credited with making propositions to Mr. C. P. Huntington in regard to the affairs of the Central and Southern Pacific. And with one of these syndicates Mr. Huntington is believed to be now in consultation.

So important are the plans proposed, however, that upon the authority of one of Mr. Huntington's associates it is said that even were an agreement to be forthwith reached the work involved could not be completed before Jan. 1, 1900.

BERLIN IN ATCHISON.

A foreign investment interest is credited with buying large blocks of Atchison securities. Experts from London who have been traversing the Atchison system since the 1st of May have filed a favorable report upon the physical condition of the property. German financiers closely allied with those in Northern Pacific are reported to be inclined to take hold of Atchison shares for a long pull.

THIS TRIP MEANS BUSINESS.

The trip of Mr. W. K. Vanderbilt to Europe, it is semi-officially admitted, will be a short one. Mr. Vanderbilt is credited with having last week made important appointments with other financiers here for the end of the present month. Incidentally there are rumors taking shape which suggest that what is known as the New York Central deal may be rounded out into proportions far bigger than any hint has so far suggested.

MR. SAGE SEES NEW LIGHT.

Mr. Russell Sage is giving up his bearishness. He has been showing hopelessness right along over pinches which he apprehended would be incidental to floating the new Government loan, but yesterday he was telling friends that he believed that really the effect of the loan would be to make more certain the ease of funds, removing the apprehension that the Government might come into the market as a temporary borrower, and so advance rates.

Mr. Sage talks enthusiastically to his friends about the Manhattan Company's prospects, and what big gains will follow the electrical equipment of the property; but it is just now a little dangerous to quote Mr. Sage in his Manhattan statements, his memory being a trifle bad when it comes to corroborating his exclamations.

PULLMAN PRECIPITANCY.

Chicago continues enthusiastically bullish on Pullman shares. Most of the Eastern connections of the Pullman directory were wholly left (marketwise) on the adoption of the policy which has within the past ten days lifted the price of the stock materially above the 200 mark. Wall Street men of consequence had been officially advised that the Pullman "melon" would not be cut before October. And it is now explained from Chicago that the vote for the division of the big surplus was even unanticipated by President Robert T. Lincoln himself until after a spirited debate in the Board of Directors an immediate vote to divide the millionaire surplus was insisted upon.

KITING ON THE CURB.

Kings County Elevated stock was the feature of the Wall Street curb yesterday. The stock, which has been recently kicking around at $3 or $4 a share, enjoyed a boom up to 16, selling at that figure just before 3 o'clock, when of a sudden it fell back where it was offered at 9 without takers. Mr. A. J. Weil is credited with this rather remarkable movement. Assessment on Kings County stock $20 a share.

PROGRESSIVENESS.

Financial interests who like openness in the statements of railway operations were gratified yesterday by the publication for the first time of a detailed monthly report of Rock Island's earnings. This exhibit was for May and for two months of the fiscal year. Heretofore only the gross returns have been given out, but in the following statement the net income, charges, and surplus also appear. Here is the showing:

May.	1898.	1897.	Increase.
Gross earnings	$1,698,273	$1,319,156	$379,117
Other income	8,351	8,912	*561
Total income	1,706,624	1,328,068	378,556
Exp. and taxes	1,171,697	973,994	197,703
Net income	534,927	354,074	180,853
Charges	†322,851	342,500	*19,649
Surplus	212,076	11,574	200,502
From April 1 to May 31—			
Gross earnings	3,226,420	2,521,048	705,372
Other income	37,325	15,926	21,399
Total income	3,263,745	2,536,974	726,771
Exp. and taxes	2,272,508	1,900,024	372,484
Net income	991,237	636,950	354,287
Charges	†645,703	685,001	*39,298
Surplus	345,534	‡48,051	393,585

*Decrease. †Estimated. ‡Deficit.

BOSTON BELLIGERENTS.

Advices from Boston are conflicting as to what may come to pass in General Electric reorganization affairs. After all, it is not improbable that a fight will be engineered against the capital reduction plan, certain speculative interests in Massachusetts being indisposed to concur in any sort of an agreement which does not offer to them a few extra opportunities for profit in the stock market.

RUBBER BOUNDS.

United States Rubber Company's common shares rose 2 points yesterday, and the preferred stock went up 2¼. Of the preferred, 3,945 shares were quoted, and the total of common stock rose to 6,977.

By way of comparing the final establishment of a natural market for Rubber Trust stock there may be interest in the fact that during the first six months of this year the average trading per day was nearly 1,000 common and almost 800 preferred.

WESTERN IRON COMBINE.

The combination of Western iron and steel properties is not an abandoned deal. A meeting held in this city yesterday will facilitate some features of it. The Illinois Steel headquarters may be removed from Chicago to New York.

AN OLD ACQUAINTANCE.

Close to 13,000 shares of North American Company stock were traded in yesterday at a fractional advance. Entertaining tales circulated account for this sudden activity. The fact that the corporation has a charter of exceptional scope induces Wall Street to credit suggestions that important interests may be at work in that quarter.

NOT WORRIED BY DULLNESS.

Commission houses seem generally to agree that business is dull; that the public is not disposed to trade. Without exception there is an agreement that owners of stocks have got beyond any feeling of nervousness. Formerly dullness on the Stock Exchange was sure to produce liquidating results among the customers of commission brokers, but that seems to be a fashion that is past.

IN FOREIGN FAVOR.

One of the facts made recently clear in the London market, while the New York Exchanges were closed pending the National holiday, is the popularity of Louisville and Nashville among investors and traders, who, on the other side, pay attention to American securities. The encouraging news from Santiago helped all the American stocks, but only two others in the list made any such gain as did Louisville and Nashville. It is one of the few American stocks now more largely held abroad than was formerly the average.

WALL STREET TALK.

The following topics of interest were discussed in Wall Street yesterday:

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Advance in the gold premium at Madrid from 83 to 85.

No change in the Bank of England's rate of discount.

Increase of $200,502 in Rock Island's surplus net earnings for May, making an increase of $393,585 since April 1.

Decision of Eastern trunk lines to meet competition of Canadian Pacific on immigrant business.

Reduction of the Bank of Bengal's rate of discount to 7 per cent.

Senate resolution that indebtedness of Central Pacific and other Western bond-aided railroads may be paid in installments, the balance to carry interest at not less than 3 per cent.

Statement that General Electric has received the contract to equip Manhattan Elevated with electric motive power.

Initial dealings on the Stock Exchange in American Steel and Wire Company's common and preferred stocks. Declaration of a dividend of 1¾ per cent. on the preferred stock.

OUTSIDE SECURITIES.

Traction Quotations.

	Bid.	Asked.
Broadway & Seventh Avenue	212	220
Broadway & Seventh Avenue 1st	106	110
Broadway & Seventh Avenue 2d	111	112
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	106	107
Brooklyn City Railroad	212	214
Brooklyn, Bath & W. E. 5s	85	88
Brooklyn El., common, when issued	25½	26½
Brooklyn El., preferred, when issued	59	60
Brook., Queens Co. & Suburban 5s	106	108
Buffalo Crosstown 5s	107	110
Buffalo Street Railway stock	80	82
Buffalo Street Railway Con.	109	111
Central Park, N. & E. River	177	185
Central Park, N. & E. River 7s	110	113
Columbus (Ohio) stock	48	50
Columbus (Ohio) con. 5s	97	100
Eighth Avenue Railroad	335	345
42d St., Man. & St. Nicholas Av.	60	64
42d St., Man. & St. Nicholas Av. 1st	113	116
42d St., Man. & St. Nicholas Av. 2d	90	91
Kings County Elevated	7	9
Kings County Inc.	10	14
Nassau 1st 5s, (Brooklyn Trolley)	101	102
New Orleans Traction common	1½	2¼
New Orleans Traction pf.	7	9
Ninth Avenue Railroad	183	190
Steinway R. R. Co. 6 p. c. 1st	115	117
Second Avenue Railroad 1st 5s	108	110
Sixth Avenue Railroad stock	200	210
Union Railway 1st 5s, (Huckleberry)	113	114
Union Railway stock	175	190
Worcester (Mass.) Traction	14	17
Worcester (Mass.) Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	89	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. 5s	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	40	41¾
Union Ferry bonds	100	102

Natural Gas.

	Bid.	Asked.
Fort Wayne Gas stock	75	80
Fort Wayne Car 1st 6s	89	90¾
Indianapolis Gas stock	115	125
Indianapolis Gas bonds	105	107
Lafayette Gas Company 1st 6s	85	88
Lafayette Gas Company stock	77	80
Logansport & Wab. Val. gas stock	54	58
Logansport & Wab. Val. 6s	72	73
Ohio & Indiana stock	54	58
Ohio & Indiana 1st 6s	71	73

Illuminating Gas.

	Bid.	Asked.
Amsterdam common	31	31½
Amsterdam preferred	75¼	76
Amsterdam 5s, with interest	102	103
Buffalo (N. Y.) stock	24¼	25
Buffalo (N. Y.) 1st, with interest	93¾	95
Central Union 5s, guaranteed	104½	105
Columbus Gas	88	90
Consolidated Gas bonds of N. J.	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City) bonds	100	103¾
Grand Rapids Gas stock	76	79
Mutual of New York	340	345
Madison (Wisconsin) stock	56	60
N. Y. & E. R. Gas Co. 1st	112	114
N. Y. & E. R. Gas Co. con.	108	108¾
Norfolk (Va.) Gas stock	36	38
Norfolk (Va.) Gas 1st	98	105
People's Gas Co. (Chi.) 5s, (in. on)	101	105
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	93
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York, ex div.	138	140
Standard Gas preferred ex div.	153	160
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 1st 5 p. c. bonds	88	89
Western Gas	89	89¾
Western Gas Company bonds	102	104

Industrials.

	Bid.	Asked.
American Bank Note	39	41½
American Typefounders'	36	38
Barney & Smith common	13	16
Cramps' Shipyard stock	74	77
Glucose common	48¼	49
Glucose pf.	102¾	103½
Herring-Hall-Marvin	½	1½
Herring-Hall-Marvin pf.	6	9
Hecker-Jones-Jewell Milling pf.	83	88
Hecker-Jones-Jewell bonds	80	85
International Paper common	38	39¼
International Paper pref., ex div.	86	90
Lorillard Company pf.	112	113½
Michigan-Peninsular Car	9	11
Michigan-Peninsular 5 p. c. bonds	84	89
National Biscuit common	30	32
National Biscuit pf.	91	92½
Nicaragua Canal Con., new	10	11½
Pennsylvania Coal	354	356
Pratt & Whitney	4	8
Pratt & Whitney pf.	40	50
Standard Oil Trust	440½	441½
Trenton Potteries	9	11
Trenton Potteries pf.	38	42
Union Typewriter	6½	8
Union Typewriter 1s pf.	93	95
Union Typewriter 2d pf.	82	85
Wagner Car Company	165	166

The Miscellaneous List.

	Bid.	Asked.
Acker, Merrall & Condit bonds	95	99
Anderson Tobacco Company	9	13
Central and South American Tel.	103	104½
Commercial Cable stock	170	180
Electro-Pneumatic, ass't paid	1¼	1½
Electric Vehicle common	8	10½
Electric Vehicle pf.	70	80
Hudson River Telephone stock	69	73
Iron Steamboat	2½	4¾
Iron Steamboat 6s	55	60

BULLION AND MINING.

Silver bullion certificates were quoted on the Stock Exchange at 58⅝@59¼. There were no sales.

Bar silver in London, 27 5-16d per ounce.

Commercial price of bar silver, 58⅝c per ounce. Mexican silver dollars quoted at 45¼c.

The Mercantile Safe Deposit Company holds 325,030.71 ounces of silver bullion.

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On the Consolidated Exchange, 500 shares of Anaconda sold at .42, 50 Consolidated California and Virginia at .25, 100 Iron Silver at .75, 300 Mollie Gibson at .19@.22, 700 Mount Rosa at .13, 500 Utah at .04, and 100 Yellow Jacket at .16.

On the Mining Exchange, 3,000 shares of Copper Rock sold at .002, 2,000 Gold Magnet at .002, 1,600 Lagonda at .24¼@.24⅝, 1,500 Rocky Mountain at .06 cash, and 1,000 Sentinel at .007 cash.

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Closing bids for mining stocks on the various Exchanges yesterday:

STOCK EXCHANGE.

Alice	.65	Horn Silver	1.20
Belcher	.05	Kingston & P. Iron	.15
Best & Belcher	.12	Leadville	.08
Breece	.45	Little Chief	.16
Brunswick	.10	Mexican	.15
Chollar	.05	Ophir	.15
Chrysolite	.08	Phoenix Gold	.11
Comstock Tunnel Co.	.02	Potosi	.05
Con. Cal. & Va.	.18	Plymouth Con.	.08
Crown Point	.05	Savage	.13
Deadwood	.50	Sierra Nevada	.46
Enterprise Min. Co.	.35	Standard Con.	1.50
Father De Smet	.16	Union Con.	.15
Gould & Curry	.09	Utah	.05
Hale & Norcross	.45	Yellow Jacket	.12

CONSOLIDATED EXCHANGE.

Alice	.70	Ophir	.15
Albany G. M. Co.	.01	Occidental	.45
Belcher	.04	Plymouth	.12
Best & Belcher	.10	Posti	.03
Breece	.40	Quicksilver	1.00
Brunswick Con.	.10	Quicksilver pf.	2.00
Belmont	.10	Savage	.10
Caledonia, B. H.	.50	Sierra Nevada	.40
Chollar	.05	Standard	1.55
Crown Point	.03	Small Hopes	1.10
Con. Cal. & Va.	.15	Union Con.	.12
Chrysolite	.10	Utah	.01
Com. T. Co. stock	.03	Victor	5.00
Com. T. Co. bonds	.03	Yellow Jacket	.10
Com. T. Co. scrip	.03	Argentum Juanita	.19
Deadwood Terra	.80	Alamo	.02
Eureka Con.	.10	Anaconda	.34
Father De Smet	.17	Cripple Creek Cons.	.08
Gould & Curry	.05	Creede & Crip. Creek	.08
Hale & Norcross	.45	Golden Fleece	.03
Horn Silver	1.25	Gold & Globe	.02
Iron Silver	.73	Isabella	.24
Julia Consolidated	.01	Mollie Gibson	.16
Kingston & Pemb.	.18	Mount Rosa	.10
La Crosse	.14	Pharmacist	.05
Leadville, Con.	.10	Portland	1.05
Little Chief	.20	Specimen	.02
Mexican	.10	Union	.15
Moulton	.20	Work	.13
Ontario	2.50		

MINING STOCKS.

Gold Magnet	.001¾	Garfield Con.	.12½
Havana	.75	Golden Fleece	.22
Japan	2.50	Isabella	.25
Lagonda	.24⅝	Jefferson	.06
Rocky Mountain	.06	Justine	.02
St. F. Cariboo	2.50	Lillie	.87
Yukon	.10	Mollie Gibson	.20
Alamo	.02¾	Mt. Rosa	.12
Anaconda	.42	Portland	1.16
Anchoria, Leland	.74	Sentinel	.005
Crip. Creek Con.	.08½	Union	.16
Copper Rock	.001¾	W. M. & M. Co.	.04½
Elkton	.92		

RAILROAD EARNINGS.

	1898.	1897.	1896.
CENTRAL OF GEORGIA—			
Mileage	1,524	1,524	1,456
4th week June	$107,383	$98,917	$99,368
Month	346,157	331,757	326,371
From July 1	5,496,771	5,280,696	5,368,759
CHESAPEAKE & OHIO—			
Mileage	1,360	1,360	1,360
4th week June	$328,761	$264,278	$251,603
Month	939,635	861,527	820,145
Year end. June 30	11,727,214	10,708,182	10,221,127
CHICAGO, INDIANAPOLIS & LOUISVILLE—			
Mileage	537	537	537
4th week June	$87,069	$79,744	
Month	276,275	263,965	
Fiscal year	3,313,991	2,875,857	
ELGIN, JOLIET & EASTERN—			
Mileage	197	197	197
Month June	$110,307	$101,654	
From Jan. 1	750,879	557,419	
FITCHBURG RAILROAD—			
Month May	615,928	608,853	617,659
From July 1	6,794,808	6,446,018	
FLINT & PERE MARQUETTE—			
Mileage	655	655	655
4th week June	$74,536	$693,94	$69,394
Month	233,910	215,778	209,974
From Jan. 1	1,423,713	1,315,707	1,317,896
KANAWHA & MICHIGAN—			
Mileage	172	172	172
4th week June	$15,207	$11,763	$11,334
Month	48,756	39,360	......
From Jan. 1	268,307	239,754	227,599
MISSOURI PACIFIC—			
Mileage	4,938	4,938	4,990
4th week June	$637,000	$568,000	$564,000
Month	1,866,000	1,656,000	1,674,000
From Jan. 1	12,279,233	10,619,458	10,241,000
CENTRAL BRANCH—			
Mileage	388	388	388
4th week June	$42,000	$27,000	$21,000
Month	101,000	73,000	59,000
From Jan. 1	651,693	479,600	341,000
MOBILE & OHIO—			
Mileage	687	687	687
Month June	$308,500	$301,566	$258,380
Fiscal year	4,209,692	3,867,855	......
NORFOLK & WESTERN—			
Mileage	1,570	1,570	1,570
4th week June	$187,687	$188,579	$214,359
Month	785,362	807,531	868,993
Fiscal year	11,196,712	10,502,953	......
OHIO RIVER—			
Mileage	224	224	224
4th week June	$17,669	$17,702	$20,015
Month	73,221	75,866	85,779
From Jan. 1	418,639	422,344	472,750
PEORIA, DECATUR & EVANSVILLE—			
Mileage	331	331	331
4th week June	$19,286	$19,257	$20,498
Month	64,261	65,903	65,242
From Jan. 1	418,597	425,126	409,469
PITTSBURG & WESTERN—			
Mileage	365	365	365
4th week June	$108,736	$94,268	$99,933
Month	322,487	306,373	324,783
Fiscal year	3,000,964	2,609,305	3,120,665
RIO GRANDE SOUTHERN—			
Mileage	180	180	180
4th week June	$11,265	$10,386	$14,286
Month	37,035	34,463	42,064
Fiscal year	426,119	400,181	488,745
ST. LOUIS & SAN FRANCISCO—			
Mileage	1,209	1,162	1,162
4th week June	$164,757	$146,037	......
Month	509,194	460,662	......
Fiscal year	6,818,103	5,908,226	......
ST. LOUIS & SOUTHWESTERN—			
Mileage	1,223	1,223	1,223
4th week June	$114,400	$93,500	$102,515
Month	329,900	302,600	321,013
Fiscal year	5,270,105	4,743,580	4,904,489

CHICAGO, ROCK ISLAND & PACIFIC for May—

	1898.	1897.	Increase.
Gross earnings	$1,698,273	$1,319,156	$379,117
Total income	1,706,624	1,328,068	378,556
Ex. and taxes	1,171,697	973,994	197,703
Net earnings	534,927	354,074	180,853
Prop. ex. to gross	69%	73%	*4%
Charges	322,851	342,500	*19,649
Surplus	212,076	11,574	200,502
*Decrease.			
From April 1 to May 31—			
Gross earnings	3,226,420	2,521,048	705,372
Total income	3,263,745	2,536,974	726,771
Net earnings	991,237	636,950	354,287
Surplus	345,534	*48,051	393,585

*Deficit.

CHICAGO TERMINAL TRANSFER for May—

Gross earnings	97,749	87,299	10,450
Op. expenses	37,141	35,131	2,010
Net earnings	60,608	52,168	8,440
From July 1—			
Gross earnings	1,018,540	994,028	24,512
Net earnings	697,712	635,489	44,224

TOLEDO & OHIO CENTRAL for May—

	1898.	1897.	1896.
Gross earnings	$167,668	$142,318	$127,706
Op. expenses	115,543	108,061	99,118
Net earnings	52,125	34,257	28,588
Prop. ex. to gross	68%	75%	78
Total income	52,491	34,634	28,900
Charges	40,033	42,169	41,174
Surplus	12,458	*7,535	*12,265
*Deficit.			
For eleven months—			
Gross earnings	1,622,745	1,598,768	1,796,651
Net earnings	483,000	421,280	590,204
Surplus	62,878	2,137	158,564

KANAWHA & MICHIGAN for May—

Gross earnings	48,886	44,104	36,858
Net earnings	15,378	11,610	7,599
Surplus	4,162	2,122	*2,431
For eleven months—			
Gross earnings	511,848	439,427	438,377
Net earnings	141,028	106,683	109,128
Surplus	14,073	*5,843	*3,074

*Deficit.

MISCELLANEOUS EARNINGS.

LACLEDE GAS LIGHT COMPANY, net earnings—

	1898.	1897.	1896.
June	$58,413	$52,202	$48,908
Six months	450,997	401,241	364,022

BOSTON STOCK MARKET.

BOSTON, July 7.—Boston had a better market to-day. Likewise, traders bought Chicago, Burlington and Quincy freely, and the demand improved in some of the copper shares. Arcadian advanced from 20½ to 22½, Montana from 205 to 206½, Osceola from 46¼ to 47½, and Wolverine from 22 to 22⅝, while Centennial was ¾ higher, at 15¼, and Arnold ½ better, at 14⅞. Atlantic rising ¾, to 29⅝. General Electric preferred was up 1, at 94½; St. Mary's Canal Mineral Land sold at 50, and other specialties were strong. It was not an active market, but it was a good one, with promise of continued broadening.

Railroad Companies.

Boston & Albany	223	224
Boston & Lowell	220	..
Boston & Maine	162	164
Boston & Providence	275½	..
Chicago Junction & Stock Yards	116½	117½
Chicago Junction & Stock Yards pf.	..	118
Fitchburg pf.	99½	100
Maine Central	127	130
Old Colony	192	..
Oregon Short Line	29	31
West End	84¾	85
West End pf.	104	105

Mining Companies.

Aetna quicksilver	..	4
Allouez	4½	4¾
Arnold	14⅞	15
Atlantic	29½	30
Boston & Cripple Creek	..	30
Boston & Montana	206	206½
Butte & Boston	24½	24¾
Calumet & Hecla	570	575
Centennial	15⅛	15¼
Franklin	12⅞	13
Gold Coin Mines	.90	1⅛
Napa, quicksilver	7	..
Osceola	46¾	47¼
Pioneer, gold	5⅛	5¼
Quincy	114	114½
Santa Ysabel	5	..
Tamarack	155	157
Tecumseh	2	2½
Wolverine	21½	21⅝

Miscellaneous.

American Bell Telephone	274	275
Dominion Coal	22½	23
Dominion Coal pf.	..	108¾
Edison Electric Illuminating	162½	165
Erie Telephone	66	..
General Electric	39¾	40
General Electric pf.	94	95
Illinois Steel	56	58
Lamson Cons. Store Service	20	21
New England Telephone	132	133
Philadelphia Company	31	32
Pullman Palace Car	209	210
United States Oil	14⅞	15
United States Rubber	26	26½
Westinghouse Electric	24	25
Westinghouse Electric pf.	53½	54¾

Unlisted Securities.

Merced Gold Mining	4½	..
Old Dominion Copper Mining	23	23½

PHILADELPHIA PRICES.

PHILADELPHIA, July 7.—There was a strong undertone to the local market today, and substantial advances were made in several specialties. In the forenoon session Lehigh Valley developed strength and activity, selling at 22¼, but subsequently reacted to 21¾. Lehigh Navigation sold at 38, and the Reading issues were all stronger. Around the noon hour the traction group and storage battery issues became active. Philadelphia Traction touched 88. There was a steady and general absorption of Welsbach Light with a resulting advance of one point. The Choctaws were without feature and the iron and steel securities were neglected. The close was steady at these prices:

Lehigh Valley	21½	21⅝
Northern Pacific common t. c.	29⅝	29⅞
Northern Pacific pf.	69⅝	70⅛
Pennsylvania	58¼	58⅜
Reading	9 7-16	9 9-16
Reading 1st pf.	23⅛	23 5-16
Reading 2d pf.	11	11⅛
St. Paul	99⅝	99¾
Western N. Y. & Penn.	3⅝	3¾
Metropolitan Railway	159	160
Philadelphia Traction	87⅝	87⅞
Baltimore Cons.	22⅞	23
Union Traction	18	18⅛
Electric Storage	29	29⅛
Electric Storage pf.	32	32⅛
United Gas Imp.	107⅝	107⅞
Welsbach Light	61⅛	61⅜
New Jersey Traction	49	49⅛
Choctaw	21⅛	21⅜
Choctaw pf.	38⅛	38⅝
Am. R. E. L.	3⅞	4
Marsden	6⅝	6⅞
Pennsylvania Manuf'g 5s pf.	17⅞	17⅞
Reading g. 4s	83⅞	84⅛
Electric & P. 4s	88⅞	89
Equitable G. 5s	105	105½
Philadelphia Elec. 5s, t. c.	95⅛	95⅜
Cons. T. Pitts.	14⅞	15⅛
Cons. T. Pitts. pf.	49	49⅛

CHICAGO QUOTATIONS.

CHICAGO, July 7.—Biscuit common today opened at 29¾ and sold up to 30, where it closed. The preferred opened at 91, but declined, closing at 90½. Steel and Wire was very active. The common opened at 36½ and ran rapidly to 39½, closing at 39. West Chicago opened to-day, the regular at 93½. Later account sold for 93¼, and the regular at 92½. The close was on account stock, 93@92½. Diamond Match was up a point, at 137. Chicago City Railway hard to get at 265. North Chicago sold for 214. Chicago Edison was firm at 142, and Metropolitan Elevated stock went at 3½. Settlements to-day:

American Strawboard	25½
C. & Chi. C. & D. Co.	60½
Diamond Match Co. of Ill.	136
National Biscuit Co. com.	29¾
National Biscuit Co. pf.	90½
Chi. Brew. & Malt. Co.	7⅛
Chi. Brew. & Malt. Co. pf.	29
Mil. & Chi. Brew. Co.	6¾
Mil. & Chi. Brew. Co. pf.	31
Chicago Packing & Provision Co.	28½
Chicago Packing & Provision Co. pf.	48½
International Packing Co.	10
International Packing Co. pf.	25
North Chicago St. R. R.	210½
West Chicago Street Railroad	93
South Side Elevated Railroad	60½
Lake Street Elevated	12½
Lake Street Elevated trust certificates	10
Street's West Stable Car Line	19¾

MINING STOCK QUOTATIONS.

SAN FRANCISCO, July 7.—The official closing quotations for mining stocks to-day were as follows:

	Thursday.	Wed'day.
Alpha Con.	.02	.02
Andes	.04	..
Belcher	.03	.04
Best & Belcher	.12	.14
Caledonia	.16	.09
Challenge Con.	.11	.10
Chollar	.17	.04
Confidence	..	.25
Con. Cal. & Va.	.15	.20
Crown Point	.03	.03
Gould & Curry	.07	.08
Hale & Norcross	.40	.50
Justice	..	.06
Kentuck Con.	.01	..
Mexican	.11	.14
Occidental Con.	.55	.55
Ophir	.15	.18
Overman	.05	.03
Potosi	.03	.03
Savage	.12	.14
Sierra Nevada	.36	.50
Silver Hill	.03	.03
Standard	1.65	1.50
Union Con.	.13	.17
Utah Con.	.02	.02
Yellow Jacket	.10	.13

Silver bars, 57⅝; Mexican dollars, 46½@46¾; drafts, sight, 12½; telegraph, 15.

COLORADO SPRINGS, July 7.—Gardner & Co. report closing quotations as follows:

	Thursday. Bid.	Thursday. Asked.	Wednesday. Bid.	Wednesday. Asked.
Alamo	2¾	3	2¾	3
Anaconda	40	50	40	50
Anchoria	75	79	76	79
Argentum	20	25	20	25
Battle Mountain	27½	30	28⅝	30
Consolidated	8⅛	8⅞	8⅛	8¾
El Paso	8⅛	8¼	8⅛	8½
Elkton	92¼	92½	92½	92¾
Gibson	19	21⅝	19½	21¾
Gold Coin	94	95	94½	95
Gold King	55	57	50	58
Golden Fleece	20	27½	20	30
Garfield	12⅝	14	12⅝	14
Isabella	24	25¼	25	25¼
Jefferson	6½	7½	6	7½
Lillie	87½	90	87½	88
Matoa	22½	23	22½	22¾
Moon Anchor	93¾	94	93½	93¾
Pharmacist	5⅛	5½	5⅛	5½
Portland	116½	119	116½	117
Rawlings	18½	19¼	18½	19¾
Rosa	12	13	11½	13
Union	15⅝	15⅞	16½	16⅞
Work	4⅛	4⅜	4½	4¾

RAILWAY STATEMENTS.

The following railways reporting yesterday gross earnings for the fourth week in June showed increases:

Central of Georgia	$8,466
Chesapeake & Ohio	64,483
Chicago, Indianapolis & Louisville	7,325
Flint & Pere Marquette	5,142
Kanawha & Michigan	3,444
Missouri Pacific	99,000
Missouri Pacific, Central Branch	15,000
Peoria, Decatur & Evansville	29
Pittsburg & Western	14,468
Rio Grande Southern	879
St. Louis & San Francisco	18,720
St. Louis Southwestern	20,900

***

The following showed decreases:

Norfolk & Western	$892
Ohio River	33

FINANCIAL.

To the Holders of Union Trust Company Certificates of Deposit for ATCHISON AND PIKE'S PEAK FIRST MORTGAGE 6% BONDS AND CENTRAL BRANCH UNION PACIFIC FUNDED COUPON 7% BONDS.

Notice is hereby given that the Union Trust Company of New York is ready to make the cash payment of twenty per cent. provided for in the Plan of Reorganization as Amended May 20, 1898, upon presentation of their certificates to have the payment stamped thereon.

It is expected that the Trust Company will be ready to deliver the new 4% bonds by August 1st upon presentation of the certificates, and without further notice.

Dated New York, July 7th, 1898.
SIMON BORG, JAMES M. HAM, EDWARD H. LADD, JR., GILMER CLAPP, Bondholders' Committee.

In the Present
Condition of the Farmer what investment is safer than GOLD BONDS secured by FIRST MORTGAGES covering the best farms in the country?
This company has been selling such bonds for 22 years and is still selling them.
They yield the investor 5% net.
NEW ENGLAND LOAN & TRUST CO.,
34 NASSAU ST., NEW YORK.

$20,000 WANTED FOR HALF INTEREST IN established manufacturing corporation; large profits; cash sales; opportunity for young man seldom offered; active or silent. "HUSTLER," Box 147 Times Office.

DIVIDENDS.

United States Rubber Company,
9-15 Murray St., New York, July 7th, 1898.
A quarterly dividend of Two per cent. from the net earnings of the United States Rubber Company for the fiscal year ending March 31st, 1898, has been this day declared by the Board of Directors upon the Preferred Stock of the Company, payable July 30th, 1898, to stockholders of record at the closing of the Preferred Transfer Books, at 3 P. M., on Friday, July 15th, 1898.
The Preferred Transfer Books will be reopened at the opening of business on Monday, August 1st, 1898. CHARLES R. FLINT, Treasurer.

The Pacific Coast Company,
New York, June 21st, 1898.
A dividend of FIVE PER CENT. on the First Preferred Stock and ONE PER CENT. on the Second Preferred Stock of this Company has been declared, payable at the Treasurer's office, Manhattan Trust Company, on and after July 20th, 1898, to stockholders of record at the close of business July 15th, 1898.
Transfer books close July 15th at three o'clock P. M. and reopen July 21st at ten o'clock A. M.
JOHN KEAN, Treasurer.

Central Railroad Co. of New Jersey,
143 Liberty St., New York, July 6th, 1898.
A dividend of ONE PER CENT. has this day been declared, payable August 1st, to stockholders of record at the close of business July 15th. The transfer books will be closed from 3 P. M. of Friday, July 15th, till the morning of Friday, July 22d. J. W. WATSON, Treasurer.

NINETY-EIGHTH DIVIDEND.
Citizens' Insurance Company,
No. 156 Broadway,
New York, July 6, 1898.
A dividend of four per cent. (4%) is payable on demand.
F. M. PARKER, Secretary.

MEETINGS AND ELECTIONS.

The State Bank,
378 Grand St.
The annual election for Directors of this Bank will be held at the Bank on Monday, July 11th, 1898. Polls will be open from three to four o'clock P. M. J. H. ROSENBAUM, Cashier.

SAVINGS BANKS.

DRY DOCK SAVINGS INSTITUTION,
341 and 343 BOWERY, NEW YORK.
The Trustees have declared a dividend for the six months ending June 30, 1898, on all deposits entitled thereto under the by-laws at the rate of Three and One-half per cent. per annum on all sums not exceeding Three Thousand Dollars, payable on and after July 18, 1898.
Deposits made before July 10 will be entitled to interest from July 1, 1898.
ANDREW MILLS, President.
CHARLES MIEHLING, Secretary.
WILLIAM F. PATTERSON, Assistant Secretary.

CITIZENS' SAVINGS BANK,
56 and 58 BOWERY, COR. CANAL ST.
76TH SEMI-ANNUAL DIVIDEND.
The Trustees have ordered that interest at the rate of THREE AND ONE-HALF (3½) PER CENT. per annum be paid to depositors on and after July 18th on all sums of $5 and up to $3,000 which have remained on deposit for the three or six months ending June 30th, 1898, in accordance with the by-laws and rules of the bank. Money deposited on or before July 9th will draw interest from July 1st.
E. A. QUINTARD, President.
HENRY HASLER, Secretary.
CHARLES W. HELD, Cashier.

THE FRANKLIN SAVINGS BANK.
656 and 658 Eighth Av., cor. 42d St.
SEVENTY-SIXTH SEMI-ANNUAL DIVIDEND.
On and after July 18th, 1898, interest at the rate of THREE AND ONE-HALF PER CENT. PER ANNUM will be paid to depositors entitled thereto on all sums of $5 to $3,000. Money deposited on or before the 10th of July will draw interest from the 1st. Bank open from 10 A. M. to 3 P. M. daily and from 6 to 8 P. M. on Monday. Closes at 12 M. on Saturday.
ASSETS, $8,021,467.93. SURPLUS, $769,425.63
WM. G. CONKLIN, Sec. A. TURNER, Pres.

THE NEW YORK SAVINGS BANK,
8TH AV., COR. 14TH ST.
The trustees have ordered that the interest to be credited to depositors July 1, 1898, shall be at the rate of FOUR PER CENT. PER ANNUM on all sums from $5 to $3,000. Deposits made before July 10 will draw interest from July 1.
FREDERICK HUGHSON, President.
RUFUS H. WOOD, Treasurer.
WILLIAM FELSINGER, Secretary.

GREENWICH SAVINGS BANK,
S. E. Cor. 6th Ave. and 16th St.
INTEREST AT THE RATE OF THREE AND ONE-HALF PER CENT. PER ANNUM will be credited depositors for the SIX MONTHS and THREE MONTHS ENDING JUNE 30, 1898, on all sums from five dollars to three thousand dollars entitled thereto under the by-laws, payable JULY 18, 1898.
JOHN HARSEN RHOADES, President.
JAMES QUINLAN, Treasurer.
B. OGDEN CHISOLM, Secretary.
Deposits made before JULY 10, 1898, will draw interest from JULY 1, 1898.

EAST RIVER SAVINGS BANK,
NO. 3 CHAMBERS ST.
100th SEMI-ANNUAL DIVIDEND.
NEW YORK, June 13, 1898.
A DIVIDEND at the rate of FOUR PER CENT. per annum has been declared for the six months ending June 30 upon all accounts entitled thereto, from $5 to $3,000, payable after July 10, 1898.
DEPOSITS made on or before July 7 will draw interest from July 1.
WILLIAM H. SLOCUM, President.
CHARLES A. WHITNEY, Secretary.

Union Dime Savings Institution
BROADWAY, 32nd ST. & SIXTH AVENUE, GREELEY SQUARE, NEW YORK.
Interest three and one-half per cent. from $5 to $3,000. Credited July 1st, payable July 21st, or any time later.
Money deposited before July 10th draws interest from the first.
CHARLES E. SPRAGUE, President.
George N. Birdsall, Treasurer.
Francis M. Leake, Secretary.

BUSINESS OPPORTUNITIES.

FOR RENT.—FOUNDRY AND MACHINE SHOP in manufacturing city sixty miles from New York; well established and in complete running order; a good chance for a practical man with limited capital desirous of establishing himself in business. Address F. M., Box 188, Times.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

NEW YORK STOCK EXCHANGE.

Complete Transactions in Stocks—Thursday, July 7, 1898.

—Closing.— Bid.	Asked.	Sales.		First.	High.	Low.	Last.	Net Change.
89	89½	2,997	Am. Steel & Wire	87	89½	87	89½	......
90	91	610	Am. Steel & Wire pf.	91	91½	90¼	90½	......
13⅜	13⅞	510	American Spirits Mfg.	13½	13⅞	13⅜	13¾	+ ¼
36½	37	420	Am. Spirits Mfg. pf.	36⅝	37	36⅝	36⅞	+ ⅞
131¼	131½	31,890	Am. Sugar Ref. Co.	129½	132¼	129½	131½	+ ⅞
113	114	138	Am. Sugar Ref. Co. pf.	113½	113½	113½	113½	+1
..	90	37	Am. Tel. & Cable Co.	94½	94½	94½	94½	......
122	122⅛	11,795	American Tobacco	122¼	123	122	122½	+ ⅛
120	125	255	Am. Tobacco pf.	125	125	125	125	+3
13⅛	13¼	800	At., T. & S. F.	13¼	13¼	13¼	13¼	......
33⅝	33¾	1,489	At., T. & S. F. pf.	33⅝	33⅞	33⅝	33¾	+ ⅛
14⅜	14½	634	Baltimore & Ohio	14⅝	14⅝	14⅜	14⅜	+ ⅛
3½	3⅝	300	Bay State Gas	3½	3⅝	3⅝	3⅝	+ ⅛
55	55¼	8,593	Brooklyn Rapid Tran.	55	56	55	55	− ⅛
..	..	25	Bur., C. R. & North.	75	75	75	75	......
53⅝	54	4,485	Canada Southern	52⅞	54	52⅞	53⅝	+1
13⅝	13⅞	600	Central Pacific	13⅝	13¾	13⅝	13⅝	+ ⅛
22⅞	23	600	Chesapeake & Ohio	23	23	23	23	+ ⅛
106	106⅛	11,230	Chi., Bur. & Quincy	105½	106⅛	105½	106	+ ⅝
14¼	14½	1,475	Chicago Great West	14½	14⅝	14⅝	14⅝	− ⅛
29½	31	300	Chi., Ind. & Louis. pf.	30	30	30	30	......
99⅝	99⅞	6,420	Chi., Mil. & St. Paul	99¼	99⅞	99¼	99⅝	+ ¼
149	149½	164	Chi., Mil. & St. P. pf.	149	149	149	149	− ½
126⅝	127	4,100	Chicago & Northw.	126	127½	126	127	+2
171	171½	100	Chi. & Northw. pf.	171	171	171	171	+1
96⅛	96½	7,179	Chi., Rock Isl. & Pac.	96	96⅞	96	96⅝	+ ⅝
7½	8¼	20	Chi. Term. Trans.	7⅝	7⅝	7⅝	7⅝	......
28	30	25	Chi. Term. Trans. pf.	27⅞	27⅞	27⅞	27⅞	......
41⅝	42	1,201	C., C., C. & St. L.	41½	42¼	41½	42¼	+1¼
..	..	10	C., C., C. & St. L. pf.	87	87	87	87	......
14⅞	15	700	Cleve., Lor. & Wheel.	14⅝	15	14⅝	15	+ ¼
88½	90	110	Consolidated Ice pf.	91	91	90	90	......
107	108½	110	Del. & Hudson	108½	108½	108½	108½	+ ½
..	158	200	Del., Lack. & West.	158	158	158	158	+ ½
51	51½	520	Denver & R. G. pf.	51½	51½	50⅝	51	+ ½
16	17	100	D. M. & Ft. Dodge	16½	16½	16½	16½	+ ⅛
131	135	22	Ed. Elec. Ill. of N. Y.	135½	135½	135½	135½	......
13¼	13½	50	Erie	13½	13½	13½	13½	......
35⅞	36	400	Erie 1st pf.	35⅞	35⅞	35⅞	35⅞	− ⅛
39⅞	40	2,560	General Electric	40⅛	40⅛	39⅞	39⅞	− ⅛
24	25	1,620	Hawaiian Sugar	26	26	24½	25	+1½
106¼	106½	1,080	Illinois Central	106	106⅝	106	106⅝	+ ⅝
31	33	10	Iowa Central pf.	31	31	31	31	......
49½	50½	25	Laclede Gas	51	51	51	51	......
90	92	100	Laclede Gas pf.	91	91	91	91	−1¼
14	16	10	Lake Erie & West	14	14	14	14	......
71	71½	285	Lake Erie & West. pf.	71	71	71	71	− ¼
188	..	2	Lake Shore ctfs.	188	188	188	188	......
53½	53⅝	1,270	Louisville & Nashville	53⅝	53⅝	53⅝	53⅝	+ ⅛
105⅛	105¼	6,428	Manhattan Con	104⅞	105⅝	104⅞	105⅛	+ ⅛
158⅝	159⅝	1,220	Metropolitan St. Ry.	159⅝	160	159½	159½	+ ⅛
105⅝	107½	400	Michigan Central	104⅝	106¼	104⅝	106¼	+2¼
11	11½	10	Mo., Kan. & Texas	11	11	11	11	......
34¼	34½	110	Mo., Kan. & Tex. pf.	34½	34½	34½	34½	+ ¼
35¼	35⅜	1,300	Missouri Pacific	35	35⅜	35	35⅜	+ ⅝
171	172½	97	Morris & Essex	171	171	171	171	......
34	35	100	National Lead Co.	34	34	34	34	+ ½
106⅝	107½	885	National Lead Co. pf.	107	107	107	107	......
16¼	17	50	National Linseed Oil	17⅛	17⅛	17⅛	17⅛	......
92½	93	1,950	New Jersey Central	92½	93	92	92⅝	+ ¼
117⅛	117¼	18,556	New York Central	116	117¾	116	117¼	+1⅛
188	191	2	N. Y., N. H. & H.	188	188	188	188	......
..	..	87	N. Y., Lack. & West.	123½	123½	123½	123½	......
6⅞	7	11,920	North American	6½	7⅛	6½	6⅞	+ ⅛
29½	29⅝	5,160	Northern Pacific	29½	29⅞	29½	29½	+ ⅛
69⅞	70⅛	4,078	Northern Pacific pf.	69⅞	70⅝	69⅞	70	+ ¼
14⅞	15½	220	Ontario & Western	15	15	15	15	......
29	29½	180	Pacific Mail	29¼	29¼	29¼	29¼	+ ½
34	36	15	Pacific Coast	35½	35½	35½	35½	......
87	89	104	Pacific Coast 1st pf.	86	87	86	87	......
58	62	7	Pacific Coast 2d pf.	57	57	57	57	......
116⅝	117	4,221	Pennsylvania R. R.	116¼	117½	116¼	117	+ ¾
99¼	99⅜	8,425	People's Gas, Chicago	98⅞	99⅜	98⅞	99¼	+ ⅜
42⅝	44	700	P., C., C. & St. L.	44	44	42¼	43	− ⅝
63	65	811	P., C., C. & St. L. pf.	64	65	64	65	+1
209½	210	696	Pull. Pal. Car Co.	209½	209⅝	209½	209⅝	+1½
19	19¼	500	Reading	19¼	19¼	19¼	19¼	+ ⅛
46¼	46⅜	600	Reading 1st pf.	46⅜	47	46⅜	46⅜	+ ⅜
58	61	45	St. J. & G. I. 1st pf.	59¼	60	59¼	60	......
20	21	60	St. J. & G. I. 2d pf.	21½	21½	21	21	......
61	62	28	St. L. & S. F. 1st pf.	61⅞	61⅞	61	61	......
28¼	28½	100	St. L. & S. F. 2d pf.	28¼	28¼	28¼	28¼	− ¼
151	155	420	St. Paul, Minn. & Man.	146	149	146	149	+4
77½	78½	1,700	St. Paul & Omaha	78	78⅝	77⅞	77⅞	+ ⅞
19¼	20	800	Southern Pacific	19½	19⅝	19¼	19⅝	+ ⅝
8½	8⅝	250	Southern Railway	8½	8½	8½	8½	− ⅛
30½	30⅝	675	Southern Railway pf.	30⅝	30⅝	30¼	30⅝	+ ⅛
25⅝	25¾	200	Tenn. Coal & Iron	25½	25⅝	25½	25⅝	+ ⅛
12⅛	12¼	517	Texas Pacific	12⅛	12⅛	12⅛	12⅛	+ ⅛
175	180	100	Third Avenue	176	176	176	176	+1
23⅝	24	1,010	Union Pacific	23¼	24¼	23¼	24	+ ¼
60	60¼	8,775	Union Pacific pf.	59⅝	60⅝	59⅝	60¼	+ ½
6⅝	6⅞	100	U. P., D. & G., t. r.	6⅝	6⅝	6⅝	6⅝	......
40	44	5	United States Express	41½	41½	41½	41½	......
7⅛	7¼	77	United States Leather	7⅝	7⅝	7⅝	7⅝	......
66	66½	479	U. S. Leather pf.	66	66¼	66	66¼	......
26	26¼	6,977	United States Rubber	25	26½	25	26¼	+2
90¼	90½	8,945	U. S. Rubber pf.	88	90⅝	88	90¼	+2¼
18⅞	19½	510	Wabash pf.	18⅝	19¼	18⅝	19¼	+ ⅝
92	93¼	400	West Chicago St.	93¼	93⅝	93¼	93⅝	......
92⅝	93	876	West. Union Tel.	92½	92⅞	92½	92⅞	+ ⅛
1¼	1½	1,810	W. & L. E., $1 as. pd.	1½	1½	1⅛	1⅛	− ⅛
8½	9½	315	W. & L.E. pf.,$1 as. pd.	9⅛	9¼	9⅛	9¼	+ ½
Sales.....		198,962						

Complete Bond Transactions.

Adams Express 4s
1,000 99
Am Tobacco Co Scrip
2,000 94
5,000 .... 94½
21,000 .... 94⅞
200 .... 94½
5,000b3 95
Ann Arbor 1st 4s
2,000 .... 83½
Atch, Col & P 1st, Trust Co Certfs
2,000 63
5,000 65
Atch, Jewell Co & Western 1st, Trust Co Certfs
2,000 60
Atch, Top & S F Adjustment 4s
25,000 68
5,000 .... 68⅛
50,000 .... 67⅞
4,000 .... 67⅞
20,000 68
10,000b5f 68
20,000 68
5,000 .... 67⅞
43,000 68
Gen 4s
15,000 .... 93¾
20,000 .... 93⅞
15,000 94
5,000 .... 93⅞
Austin & Northwn 1st
5,000 .... 82¼
3,000 .... 82½
Baltimore & Ohio 5s, 1885-1925, Eng Certfs
5,000 109
B & O Con 5s, 1988
5,000 .... 112¾
B & O Southwn 1st, Guaranteed
15,000 .... 102½
Brooklyn Rp Tr 5s
1,000 104
3,000s5f 103⅝
1,000 .... 103½
Buff, R & P G M 5s
2,000 .... 105¼
Canada So 1st 5s
1,000 .... 108⅝
Canada Southern 2d
2,000 109
1,000s20f 109¼
1,000 .... 109¼
Cent Ga Ry Con 5s
2,000 87
8,000 .... 86½
10,000 86
15,000 .... 86¼
Cent Ga Ry 1st Inc
10,000 .... 39⅞
Cent Ohio Reor 1st
6,000 100
Ches & Ohio Gen 4½s
10,000 .... 83¼
2,000 .... 83⅞
Chic, B & Q Con 7s
1,000 .... 115¼
Chic, B & Q Deb 5s
3,000 .... 107¼
5,000 .... 107½
Chic, Bur & Quincy, Nebraska Ext 4s
5,000 .... 98⅝
Chicago & Erie 1st
1,000 .... 111½
Chic, Mil & St Paul Gen 4s, Series A
1,000c 104¼
1,000c 104
Chic, M & St Paul, Chi & P Wn Div 5s
5,000 .... 115¼
Southn Minn Div
2,000 118
Chic & Northwestern Coupon Gold 7s
12,000 .... 113⅝
Chic, R I & Pac, Gen 4s
58,000 .... 108⅛
17,000 .... 108⅜
12,000 .... 108⅝
Chic, R I & Pac 6s, Registered
3,000 128
Chic, R I & Pac Deb 5s
2,000 .... 107⅝
Chic, St L & N O 5s
5,000 .... 121½
Chic, St P & M 1st
2,000 132
Chic Term Tran 4s
5,000 86
5,000 .... 85¾
Chic & W Ind G M
1,000 .... 118⅝
Clev, C, Chic & St L, St Louis Div 4s
19,000 .... 95¼
5,000 .... 95⅝
1,000 .... 95½
Col & Ninth Av 1st
4,000 .... 120¼
Detroit City Gas 5s
10,000 .... 92½
15,000 .... 92⅝
13,000 .... 92⅝

Denver & Rio Grande 4s
1,000 .... 93¼
1,000 .... 93½
Eliz, L & B Sandy 5s
8,000 .... 102⅝
Evans & T H Gen 5s
3,000 86
Fulton Elevated 1st
2,000 88
Hous, E & W Tex 5s
5,000 91
1,000 .... 90⅞
1,000 91
H & Tex Cen G M 4s
9,000 .... 82½
Ind, Dec & Wn 1st
17,000 .... 100¼
Kansas City & Pac 1st
1,000 72
Kan Cy, P & Gulf 1st
14,000 .... 68½
10,000 .... 68⅝
Kings Co Elev 1st
2,000 51
3,000 52
2,000 53
3,000 54
1,000 .... 54½
6,000 55
3,000 56
4,000 .... 56¼
1,000 56
1,000 .... 55½
1,000 55
2,000 .... 55½
1,000 56
3,000 .... 56½
1,000 .... 56½
L S & M So Div Bds
500 .... 103½
L S & Mich So 3½s
1,000 .... 104½
Long Dock 6s
10,000 137
Louisville & Nashville, Unified Gold 4s
3,000 .... 88⅛
Manhattan Ry Con 4s
1,000 .... 95¼
1,000 .... 95½
Met St Ry Gen 5s
34,000 .... 113⅞
Mex Inter 1st 4s
12,000 76
Mo, K & Tex 1st 4s
10,000 .... 89⅞
Mo, Kans & Tex 2d
5,000 64
2,000 .... 63⅞
1,000 64
Missouri Pac Cons
4,000 103
6,000 .... 103¼
5,000 .... 103½
1,000 .... 103⅝
12,000 .... 103¼
6,000s20f 103½
13,000 .... 103⅜
Mo Pac Trust 5s
2,000 78
Mobile & Ohio, Montgomery Div 5s
2,000 .... 99⅝
Morris & Essex 1st
3,000 140
N Y Central & Hud, Lake Sh Col 3½s
25,000 .... 94⅝
N Y Central & Hudson, Mich Cent Col 3½s
1,000 .... 92⅝
24,000 .... 92⅞
12,000 93
10,000 .... 93¼
5,000 .... 93½
6,000 .... 93⅝
34,000 94
N Y, Ont & W Con 5s
1,000 .... 106⅛
500 .... 105½
N Y, Ontario & Wn Refunding 4s
3,000 .... 96⅞
N Y, Sus & Wn G M
12,000 93
4,000 .... 93¼
29,000 .... 93½
Norf & W Ry Con 4s
4,000 82
Nor Pac Gen Lien 3s
2,000 .... 62½
500 .... 62¼
25,000 .... 62⅝
6,000 .... 62½
Nor Pac Ry Pr Ln 4s
3,000 .... 98¼
7,000 98
74,000 .... 97⅞
Nor Pac Term 1st
1,000 .... 110¼
Northern Ry of Cal 5s
5,000 .... 101⅝
6,000 102
Ohio & Miss 2d
5,000 120
5,000 .... 120½
2,000 121
3,000 .... 121¼
Omaha & St L 1st
1,000 80
Oregon R & Nav 1st
10,000s20f 112¼

Oregon R & Nav 4s
6,000 .... 95⅝
45,000 96
Oregon Short Line, Inc B & Col Trust
17,000 53
Pac Coast 1st 5s
6,000 108
Pac of Mo 2d Ext
1,000 .... 106¼
Pitts & Wn 1st 4s
30,000 .... 87½
5,000s3 .... 87½
5,000 .... 87⅝
1,000 .... 87⅝
41,000 88
10,000 .... 88⅛
15,000 .... 88⅜
5,000 89
5,000 .... 89¼
24,000 89
10,000 88
40,000 .... 87½
Pittsbg & Western 5s
7,000 .... 47½
Reading Co Gen 4s
3,000 84
29,000 .... 83⅞
Rio Grande Wn 1st
5,000 .... 89⅛
5,000 89
St L & Ir M Gen 5s
20,000 .... 96⅛
36,000 .... 96¼
28,000 .... 96⅜
6,000 .... 96⅝
5,000 97
10,000 .... 96⅞
8,000 .... 96⅞
35,000 97
St L & San Fran 4s
10,000s20f 77¼
St L & S F G M 5s
1,000 104
1,000 .... 103½
St Louis Southwn 1st
2,000 .... 76¼
St Paul, M & M Con 6s, Reduced to 4½s
2,000 .... 106½
4,000s3 .... 106½
4,000 .... 106¼
2,000s20f 106½
4,000 .... 106¼
3,000s15f 106⅛
5,000s20f 106⅜
St Paul, M & M 2d
25,000 .... 121⅝
St Paul & S City 1st
1,000 132
San A & Ar Pass 4s
4,000 .... 64⅝
1,000 .... 64½
So Pacific New Mex 1st
10,000 .... 107⅝
5,000 108
Southern Ry 1st 5s
3,000 .... 93¼
3,000 .... 93⅜
3,000 .... 93½
1,000 .... 93⅝
1,000 .... 93½
Standard R & T 6s
10,000 70
Texas & Pacific 1st 6s
8,000 .... 105⅝
1,000 .... 105⅞
53,000 106
3,000 .... 106⅛
Texas & Pacific 2d Inc
15,000 40
32,000 .... 40¼
35,000 .... 40½
Union Pacific 4s
13,000 .... 96⅝
45,000 .... 96⅝
500 .... 96⅝
114,000 .... 96⅝
29,000 .... 96⅝
500 .... 96⅝
10,000 .... 96⅝
15,000 .... 96⅝
68,000 .... 96⅝
500 .... 96½
Un Pac Col Tr 4½s, Trust Co Certfs
8,000 49
Un P, D & Gulf 1st, Trust Co Certfs
15,000 .... 62¼
3,000 .... 62⅜
25,000 .... 62½
7,000 .... 62⅝
5,000 .... 62⅝
10,000 .... 62⅝
5,000 .... 62¾
10,000 .... 62⅝
10,000 .... 62½
8,000 .... 62½
87,000 .... 62⅝
Wabash 2d 5s
1,000 86
1,000 .... 86¼
West Shore Gtd 4s
1,000 .... 108½
Registered
1,000 .... 107½
Wn N Y & Penn Gen
1,000 .... 53⅝
1,000 54
Wilkes & East 1st
7,000 .... 98¼

Total sales $2,822,200

BIDS FOR BANK STOCKS.

[illegible]rica	345	Merchants'	140
[illegible]tral National	160	New York	230
[illegible]atham	290	New York County	800
[illegible]merce	200	Nat. Bank of N. A.	185
[illegible]tinental	125	Park	290
[illegible] National	950	Phenix	90
[illegible]-American	113	Seaboard Nat.	175
[illegible]wich	165	Second National	450
[illegible]	137½	Seventh National	110
[illegible] National	750	State of New York	103
[illegible]	164	West Side	275
[illegible] & Trad.	115		

Action on Steel and Wire Stock.

The committee on stock list of the New York Stock Exchange admitted to its unlisted department yesterday $12,000,000 of common and $12,000,000 of the preferred stock of the American Steel and Wire Company. The ticker abbreviation for this stock is "A. S. W."

NEW YORK STOCK EXCHANGE.

Bid and Asked Quotations.

The following were the closing quotations for Government bonds and for stocks in which there were no transactions:

	Bid.	Ask'd.		Bid.	Ask'd.		Bid.	Ask'd.
2s, r., 1891	95	..	C., H. V. & T. pf.	21½	24	Morris & Essex	171	172½
4s, r., 1907	110¼	111¼	Com. Cable	160	180	National Starch	5	6
4s, c., 1907	110½	111¼	Consol. Coal	45	..	Nat. St. 1st pf.	67½	80
4s, r., 1925	124¼	125¼	Consol. Ice	36⅝	37	Nat. St. 2d pf.	17½	30
4s, c., 1925	124¼	125¼	Con. Gas Co.	197	198	New Cent. C., new	35	45
5s, r., 1904	112½	113½	Den. & R. G.	12	13	N. Y. Air Brake	41	43½
5s, c., 1904	112½	113½	D. M. & Ft. D. pf.	90	..	N. Y., C. & St. L.	12⅝	14
Currency 6s, 1899	101½	..	Dul., S. S. & A.	2½	3	N. Y., C. & St. L.		
Cherokee 4s, 1899	101	..	D., S. S. & A. pf.	6	8	1st pf.	65	75
Dist. Col. 3-65s	116	..	Eastern Elevator	..	60	N. Y., C. & St. L.		
			*E. E. I. of B'klyn	117	125	2d pf.	32½	35
Adams Ex.	99	102	Eighth Avenue	335	350	Norfolk So.	60	66
Albany & Sus.	180	..	Erie 2d pf.	17	18	Nor. & West.	14	15
American Coal	120	140	Ev. & T. H.	25½	26	Nor. & W. pf.	51½	51⅝
Am. Cot. Oil	21¼	21⅝	Ev. & T. H. pf.	50	52	Ont. Mining	3	5
Am. Cot. Oil pf.	74½	75	Ft. W. & R. G.	..	12	Ore. R. & N.	49	51
Am. Dist. Tel.	24	28	Gt. Nor. pf.	126	127	Ore. R. & N. pf.	70	73
Am. Express	127	130	Green Bay & W.	30	40	Oregon S. L.	28	31
Am. Malting Co.	..	26	Homestake	51	..	Penn. Coal	340	..
Am. Malt. Co. pf.	74	77½	Ill. Cent. l. l.	90	100	Peo., Dec. & Ev.	1¼	1⅝
Ann Arbor	11	12	Ill. Steel Co.	57	57⅝	Peoria & East.	4	6
Ann Arbor pf.	35½	37	Ind., Ill. & Iowa	30	..	P., Ft. W. & C.	170	..
B. & O. S. W. pf.,			Iowa Central	9¼	9½	Pitts. & W. pf.	6	7
new	6	7	Joliet & Chicago	160	..	Quicksilver	1½	2
Boston A. L. pf.	104	108	K. C., P. & G.	15⅝	16	Quicksilver pf.	5	8
B'klyn Union Gas	122	124	Kanawha & Mich.	5½	6½	Reading 2d pf.	22⅞	23
Brunswick City	10½	10⅞	Keokuk & D. M.	4	5	Rens. & Saratoga	180	..
Buff., R. & P.	20	30	K. & D. M. pf.	18	19	Rome, W. & O.	121⅝	..
Buff., R. & P. pf.	64	66½	Keokuk & West.	30	35	Rio Grande W.	26½	29½
Canadian Pacific	83¼	84⅝	Kingston & Pem.	4¼	9¾	Rio G. W. pf.	66	67
Chi. & Alton	158	..	Lake Shore	186½	189	St. Jo. & Gr. Isl.	7	7½
Chi. & Alton pf.	172	..	Long Island	50	51	St. L. & San Fran.	7½	7⅝
Chi. & E. Ill.	57½	58⅝	Merg. Linotype	180	182	St. L. S. W.	5	5½
Chi. & E. Ill. pf.	106	108	Manhattan Beach	3	6	St. L. S. W. pf.	10⅝	11½
Chi. Gt. W. pf., A.	82	83½	Md. Coal pf.	45	52	St. P. & Duluth	18	21
Chi. Gt. W. pf., B.	28	24	Mexican Central	4⅝	5¼	St. P. & Dul. pf.	80	86
Chi. Gt. W. deb.	71	..	Mex. Nat. certfs.	⅝	1¼	St. P. & O. pf.	152	160
Chi., Ind. & L.	10	10½	Minn. & St. L.	28	29½	Sil. bull. certfs.	58⅝	59¼
Clev., L. & W. pf.	40	49	M. & St. L. 1st pf.	89	90¼	Sixth Avenue	200	210
Cleve. & Pitts.	170	..	M. & St. L. 2d pf.	59	60⅝	Stand. R. & T.	5⅞	6⅝
C. C. & I. Dev.	⅜	½	Minn., St. P. & S.			Tol. & O. C.	..	20
C. C. & I. Dev. pf.	1½	3	S. M.	6	..	Tol. & O. C. pf.	..	40
Col. Fuel & Iron	21½	23	Minn., St. P. & S.			Wabash	7	7½
Col. F. & I. pf.	..	90	S. M. pf.	16	..	Wells-Fargo Ex.	116	122
Col. & H. Coal	5⅝	6¼	Minn. Iron	72	74	Wis. Central	2	2⅝
Col., H. V. & T.	6	6⅝	Mobile & Ohio	25	27	Wis. Central pf.	3	8

*Last recorded figures—no Stock Exchange quotations yesterday.

CONSOLIDATED EXCHANGE.

STOCKS.

Sales		Open.	High.	Low.	Close.
10	Am. Sp. Mfg.	13⅞	13⅞	13⅞	13⅞
20	Am. Sp. Mfg. pf.	37	37	37	37
22,460	Am. Sugar Refs.	129⅝	132¼	129⅝	131½
2,480	Am. Tobacco	122¼	123⅛	122	122½
200	A., T. & S. F.	13¼	13¼	13¼	13¼
270	A., T. & S. F. pf.	33⅝	33⅞	33⅝	33⅞
1,960	Brooklyn R. T.	55⅝	56	55⅛	55⅛
50	Canada Pacific	53⅝	53¼	53⅝	53⅝
5,010	Chi., Bur. & Q.	105½	106⅛	105½	106
4,960	Chi., Mil. & St. P.	99⅝	100	99¼	99¼
8,920	Chi., R. I. & P.	96	96⅞	96	96⅝
10	Ches. & Ohio	22⅞	22⅞	22⅞	22⅞
60	Chi. & Northw.	127½	127⅜	127⅜	127⅜
170	Cent. of N. J.	91⅝	92⅝	91⅝	92⅝
460	General Electric	40⅛	40⅛	39⅞	39⅞
170	Louis. & Nash.	53⅝	53⅞	53⅝	53⅞
920	Manhattan	105½	105⅝	105¼	105½
240	Mo. Pacific	35	35⅝	35	35⅜
20	Mo., K. & T. pf.	34½	34½	34½	34½
1,270	N. Y. Central	116⅝	117⅝	116⅝	117½
20	North. Pacific	29⅝	29⅝	29⅝	29⅝
200	North. Pacific pf.	70	70⅝	70	70⅝
630	North American	6⅝	7⅛	6⅝	7⅛
20	Pacific Mail	29¼	29¼	29¼	29¼
240	Pennsylvania	116⅝	117½	116⅝	117½
1,480	People's Gas	98⅞	99⅜	98⅞	99⅜
320	Reading	19¼	19¼	19¼	19¼
20	Reading 1s pf.	46½	46½	46½	46½
90	Tenn. C. & I.	25½	25⅞	25½	25⅞
30	Union Pacific	23⅞	24	23⅞	24
160	Union Pacific pf.	59⅞	60¼	59⅞	60¼
20	Wabash pf	19¼	19¼	19¼	19¼
80	Western Union	92⅞	92⅞	92⅞	92⅞
47,920					

BONDS.

Sales.		Open.	High.	Low.	Close.
$18,000	A., T. & S. F. adj.	68	68⅛	68	68⅛
10,000	Texas Pacific 2d.	40¼	40¼	40¼	40¼
10,000	Union Pacific 4s.	96⅜	96⅜	96⅜	96⅜
10,000	U. P., D. & G. 1st.	62⅛	62⅛	62⅛	62⅛
2,000	Wabash 2d	86¼	86¼	86¼	86¼
$50,000					

TREASURY BALANCES.

WASHINGTON, July 7.—To-day's statement of the condition of the Treasury shows:

Available cash balance	$220,660,077
Gold reserve	109,680,213
Net silver	10,593,352
United States notes in the Treasury	35,862,430
Treasury notes of 1890	2,689,564
Total receipts this day	2,387,045
Total receipts this month	8,591,024
Total expenditures this day	4,840,000
Total expenditures this month	15,545,000
Deposits in National banks	46,218,286
National bank notes received for redemption	300,451
Government receipts from customs	966,973
Internal revenue	855,972
Miscellaneous	624,099

FINANCIAL ANNOUNCEMENTS.

The Central Railroad Company of New Jersey will pay a dividend of 1 per cent. on Aug. 1.

A dividend of 4 per cent. is payable by the Citizens' Insurance Company, 156 Broadway, New York.

It is announced that the Board of Directors of the United States Rubber Company has declared a quarterly dividend of 2 per cent. from the net earnings for the fiscal year ending March 31 upon the preferred stock of the company, payable July 30. Transfer books close Friday, July 15, and will be reopened on Monday, Aug. 1.

The Committee of Reorganization for the holders of Union Trust Company certificates of deposit for Atchison and Pike's Peak first mortgage 6 per cent. bonds and Central Branch, Union Pacific, funded coupon 7 per cent. bonds, of which Simon Borg is Chairman, announces that the Union Trust Company of New York is ready to make cash payment of 20 per cent., provided for in the plan of reorganization as amended May 20, upon the presentation of certificates to have payment stamped thereon. It is expected that the Trust Company will be ready to deliver the new 4 per cent. bonds by Aug. 1, without further notice.

BUSINESS TROUBLES.

New York City.

DICKSON & SON.—Schedules in the assignment of Dickson & Son, stationers at 12 East Forty-second Street, show liabilities of $3,574; nominal assets, $6,141, and actual assets, $2,061.

BEISER BEDDING COMPANY.—Schedules in the assignment of Charles W. Beiser, doing business as the Beiser Bedding Company at 31 Vandewater Street, filed yesterday, show liabilities of $9,228; nominal assets, $7,698, and actual assets, $6,241.

A. J. FARMER & CO.—Albert J. Farmer, doing business as A. J. Farmer & Co., wholesale wine and spirit dealer at 60 Broad Street, made an assignment yesterday without preferences to William Wolff. William J. Wood, attorney for the assignee, places the liabilities at $50,000, the nominal assets at the same figure, and the actual assets at $30,000. The war with Spain is said to be chiefly responsible for the failure, with poor collections as a secondary cause. Mr. Farmer had been in business for three years and had about a dozen foreign agencies.

LIEBENROTH, VON AUW & CO.—Iwan Von Auw, Herman Schleicher, and Alwin Von Auw, doing business under the firm name of Liebenroth, Von Auw & Co., blank book manufacturers at 21 to 25 East Houston Street, have made an assignment to Albert A. Funke and William C. Bardenheuer, giving preferences for $37,000, as follows: Iwan Schleicher, $11,000; Hermann Baker & Co., $2,000; Westdeutscher Bank of Bonn, Germany, $12,000, and Deichmann & Co., Cologne, Germany, $12,000. John J. Gleason, attorney for the assignees, says that the withdrawal of foreign credit and slow collections were the principal causes for the failure. The liabilities are not stated. Blumenstiehl & Hirsch, who are the attorneys in this country for the German banks interested, say that, while their clients have claims aggregating about 850,000 marks, they show every disposition to help the firm to get on its feet again. The business was originally established in January, 1859, by Adolph Liebenroth and Iwan Von Auw. In 1872 the firm was reorganized, William Graham being admitted as a partner. Two years later Herman Schleicher was taken into the firm, and in December, 1888, Mr. Graham withdrew. A month later Adolph Liebenroth died, and the present partners kept up the old firm name. The firm's last annual statement showed assets of $308,000 and liabilities of $171,000.

Judgments.

The following judgments were filed yesterday, the first name being that of the debtor:

ATWOOD, Frederick J. H.—Fourth National Bank $372
APPELL, August—P. Garrett 77
ARRIGONI, Arrigo—New Amsterdam Gas Company 16
ANDERSON, Martin—Lena Mendel and another 40
BIRNBAUM, Juda—H. B. Claflin Company 29
BROWER, Evelyn E., George W. McGown and August Crusius—J. F. Romig 175
BAKER, George H.—E. J. Merriam 757
BEHRMANN, Philip—W. P. Baker 86
BERNHARD, Martha—M. D. Josephson 296
BYRNES, James J.—H. O'Neill 228
BARTON, Mary—W. B. Smith 188
BOHLMAN, Herman J.—T. M. Blake 227
BRESNAN, Peter J.—H. E. Stevens and another 148
BROWN, John, and John Matzenbacher—Newark Rivet Works 1,099
BENJAMIN, Adolph, and Solomon Simon—The People, &c. 300
BEST, William J., and Edward Judson—The People, &c. 1,500
BARBOUR, Louisa, and Martin T. Hart—The People, &c. 500
CUPERMAN, Samuel, and Jennie McCarthy—The People, &c. 500
CLAPP, Hawley D., and Viola Weletsky—The People, &c. 500
COLIGHTLY, Robert P., and George Williams—The People, &c. 1,000
COHEN, Bernard, and Abraham Schneider—The People, &c. 2,000
COONEY, Matthew—David Jones Company 87
CLOGG, WRIGHT & CO.—A. S. Rosenthal and another 408
CONLAN, Patrick—David Jones Company 307
CONLAN, James and Peter—David Jones Company 801
COHEN, Simon and Annie—M. Brown 37
COLES, William F.—C. Dorflinger and others 89
COHN, Emanuel—H. Weinberg 865
CAHILL, Mary A.—E. Farmer 127
DONNELLAN, Francis X. and William J.—Armstrong Cork Company 694
DEVLIN, William J.—F. E. H. Lewis 8,272
DEVINE, William, and Mary Padura—The People, &c. 800
DEMMERLEE, Louis—Charles J. Warren and another 1,145
DUNN, John J.—J. Gottschalk 476
ERDTMANN, Max, Lorenz Lang, and Christina Burkhart—George Ehret 847
FISCHER, Morris—C. Weber 183
FLYNN, Edward E.—C. Roeser and another 82
FITZGERALD, Elizabeth, and Philip Sugerman—The People, &c. 1,000
FLANAGAN, William C., Frank Mullen, and Frederick Meyer—F. B. Guito and another 201
FIRTH, Robert W.—R. Jackson 167
FUCHS, Louis, and Levy Goldstein—H. Brand 149
FRANK, Walter A.—M. D. Josephson 62
FRAME, Emlen P.—T. M. Dillingham 1,852
FITTICHAUER, Felix—O. Wolff 67
FIELD, Augustus M.—Board of Aldermen of the City of New York, costs 283
FRIEDELL, Emilie F., Wilhelmine D., and Christyane S.; also Sophie Hjelte—Franklin Trust Company, executor, &c., and others 47
GRANT, John R.—The Grilley Company 113
GRANT, John R.—New Jersey Rubber Company 237
GORGIULO, Alfonso, and Michael Pallarino—The People, &c. 1,000
GOLDSTEIN, Morris, and Benjamin Rosenthal—The People, &c. 2,000
GIBSON, Breckenridge S.—J. L. Meeker and others 93
GORMLEY, Mary—M. Bayersdorfer 70
GUERIN, Michael G.—Adams & Co. 86
GRAY, William—F. M. Stevens 217
GORHAM, John M.—C. C. Dickinson 150
GUTTERMAN, Solomon—Theodore M. Thorn 83
HEUSER, Louis, or Henry; also Justina Proben—The People, &c. 500
HOFFMANN, John M., and Ferdinand Prochazka—Alexander Thompson 703
HEYWARD, Georgia A. R., as guardian of, and Frank D. Heyward—S. H. Stern and another 22,557
HORNE, William—Charles Doll, Jr. 54
HASKINS, Benjamin S.—H. V. Cleaver 579
HORNE, William—James Murray and another 360
HOFFSTADT, Adolph, and Amund Johnsen—C. E. Strong 150
HUSTED, Henrietta—C. Weber 80
HIRSCHFIELD, Isaac—C. Weber 128
HORNE, William—C. Doll, Jr. 250
JIMENEZ, Otto, and Francis Ruckle—State Commissioners of Excise 500
JOHNSON, Hilda, and Carl Hilmer—A. F. Way 109
KENNY, Patrick F.—Alberene Stone Company 230
KOHNER, Maurice M.—A. Kessler 79
KILPATRICK, Edward W.—R. C. Bull 528
KELLY, John—S. A. Allen 78
KLUNE, George W.—L. Winters 26
KAHN, Siegfried—Edward Stern and another 104
KARGES, Gustave G., Charles and Dorothea Steiber—A. P. Dienst & Co. 49
LESCHORN, Frederick, and Simon H. Riegelmann—S. Cohen 505
LANGERS, George—The Mayor, &c., costs 107
LINDSAY, Jeffray D., and Augustus B. Wilgus, Jr.—S. P. Stone, and others 742
LINCOLN, Frederick M., and William H. Nammack—E. Roth 126
MORTIMER, Joseph P.—C. A. Spalding 87
MEYER, Adolph M., and E. William Wagner—The People, &c. 1,000
MALLENDA, Theodore, and George Schmidt—The People, &c. 1,000
MORROW, Julia, and Christopher W. O'Brien—The People, &c. 800
MONROE, William T., and W. T. Monroe & Co.—F. L. Froment and another 170
MINER, Ernest—C. Weber 190
McPARTLAND, Stephen—David Jones Company 49
McELROY, Patrick—Theodore Roosevelt and others, Commissioners, &c., costs 107
McCARTHY, Dennis J.—National Bank of the Republic and another 540
McWALTERS, James—M. Fleck 87
NAFEW, Samuel—P. Mende 25
NEY, Edward—A. Simms, Jr., Commissioner 83
O'CONNOR, Thomas—David Jones Company 44
ORVIS, George A.—The Midland Hotel Company and others, costs 23
O'BRIEN, Christopher W., and Charles A. Robinson—The People, &c. 800
POWELL, Joseph W.—The Fruit Auction Company 573
PAGENSTECHG, Emma L.—S. Baumann 42
PENTZ, George S.—N. Niles 53
PAYNE, Clinton J.—R. Vom Hofe 99
PROSSER, William H.—W. N. Clark and others, trustees, &c. 432
ROBERGE, Franklyn P.—J. R. Post, Jr. 79
ROBERTS, Florence E.—H. Weiller 209
ROE, William—T. E. Crimmins 496
STACKEL, Morris, and Grace Smith—The People, &c. 500
SUTRO, Theodore—D. G. Hildebrand 1,116
SHEARMAN, William B.—E. Zaiss and others 73
SKOIEN, Edward A.—D. Jones Company 27
SCHNEIDER, Henry E.—J. J. Harrington and another 114
SILVERSTONE, Meyer and Abraham—J. Frank 196
SLAUGHTER, Philip C.—M. Blottner 108
SIMS, H. Marion—J. H. Hindley 144
SEGMAN, Ernest—H. Landsberg 159
STEINMETZ, Elizabeth and John H.—C. F. Mattlage and others 693
STEINMETZ, Elizabeth and John H., and Frederick Wachsmuth—C. F. Mattlage and others 181
SEITZ, William E.—J. Roth 465
TEITELBAUM, Louis—J. Aschem 101
TAGLIABUE, Gaetano—E. L. E. Phipps 1,416
THATCHER, Edward C.—A. Clark 76
THE CITY OF NEW YORK—J. S. Bacon 123
THE DELAWARE TERMINAL RAILroad Company—M. B. Stanley and another 125
THE AMERICAN WAX AND PAPER Manufacturing Company—J. X. Hickson 384
THE CITY OF NEW YORK—G. Brewer, costs 108
VOTH, Richard C.—H. S. Houghton 102
VALENTINE, Lemuel S.—H. O'Neill 600
WOODBRIDGE, John—Atlantic Trust Company 1,073
WEEKS, Henry C.—T. P. Galligan, Jr. 180
WEEKS, Henry C.—H. O'Neill 248
WOODWARD, Charles S.—International Gold Mining and Investment Company of Alaska 146
WEISSKER, Herman—C. Fishel 118

CHARGED WITH FRAUD.

The Chicago Stamping Company Said to be Insolvent.

CHICAGO, July 7.—Fraud is charged by the Simonds Rolling Machine Company of Fitchburg, Mass., against the officers of the Chicago Stamping Company, manufacturers of United States bicycles, who confessed judgment for $244,340.21 in favor of Frank Sturges, father of Lee Sturges, President and principal stockholder of the corporation.

In a bill filed to-day in the Circuit Court the allegation is made that the fourteen judgment notes upon which Sheriff Pease levied on the plant at Congress and Green Streets were given for a fictitious indebtedness and that there is an agreement by which certain amounts of money are to be returned to the corporation by Frank Sturges.

The bill asks that a receiver be appointed to close the affairs of the company, and that a restraining order be made enjoining the Sheriff from disposing of any of the property. It is asserted that the firm is wholly and irretrievably insolvent, that its liabilities are $350,000, and largely in excess of its assets, and that this condition has been known to President Sturges and to Secretary Burn for many months.

The bill asserts that the notes, which call for amounts ranging from $5,000 to $40,000, and which bear dates between January, 1896, and December, 1897, were all delivered yesterday for the express purpose of defrauding creditors of the concern.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.90½
Corn, No. 2 mixed	.38
Oats, No. 2 mixed	.27¼
Flour, Minnesota patents	$4.90
Cotton, middling	6 3-16
Coffee, No. 7 Rio	.06¼
Sugar, granulated	.05⅝
Molasses, O. K. prime	.30
Beef, family	11.50
Beef hams	21.75
Tallow, prime	3 3-16
Pork, mess	10.25
Hogs, dressed, 160 lb.	.05½
Lard, prime	5.72½
Butter, creamery, Western	16½@16¾
Iron, No. 1 Northern, foundry	$11.25

CHICAGO, July 7.—Flour slow; No. 2 Spring wheat, 80c; No. 3 Spring wheat, 76@81c; No. 2 red, 85c; No. 2 corn, 32¼c; No. 2 yellow corn, 32⅝@32¼c; No. 2 oats, 22⅜c; No. 2 white, 26c; No. 3 white, 25c; No. 2 rye, 44c; No. 2 barley, 31@35c; No. 1 flaxseed, $1.04½; prime timothy seed, $2.60; mess pork, per bbl, $9.65@$9.70; lard, per 100 lb, $5.30@$5.32½; short ribs, sides, (loose,) $5.30@$5.50; dry-salted shoulders, (boxed,) 4¼@4¾c; short clear sides, (boxed,) $5.75@$5.90; sugars, cutloaf, unchanged.

COTTON.

Yesterday's market for cotton futures was a small one. Total sales reached only 31,700 bales, representing an exceptionally dull market, even for a midsummer session. Sellers were scarce early in the day. The weaker shorts were inclined to cover. This relation was partly accounted for by the fact that the Indian monsoon had broken favorably and that the Manchester market for cloths was showing a better demand as a consequence, with the outlook of broadening activity forthwith. At the same time the regular Liverpool cotton cables failed to reflect any particular features of encouragement; the demand for spot cotton in the English market aggregating only 8,000 bales, showed positive apathy, while the Liverpool market for cotton futures closed steady at about unchanged prices—a partial advance of 1-64d on some positions. During the forenoon, after the market had opened steady, with prices unchanged to 2 points higher, there was a further general advance of 1@2 points, after which the market ruled very slow, and partially receded in the absence of any support from the public at large. Weakness developed near the close under light local liquidation and bear hammering, the latter being confined chiefly to the August delivery, which exhibited relative depression. The close was steady, however, with prices 1 point net higher to 4 points lower.

Southern spot markets, middling: Galveston, 5 13-16c; New Orleans, 5⅞c; Mobile, 5⅝c; Savannah, 5⅝c; Wilmington, 5⅝c, ⅛c lower; Norfolk, 6⅛c; Baltimore, 6⅛c; Memphis, 5⅞c; Augusta, 6 3-16c; St. Louis, 5⅞c.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	6.10	6.10	6.09	6.03@6.04
August	6.08	6.11	6.04	6.04@6.05
September	6.00	6.00	5.98	5.97@5.98
October	6.01	6.04	6.00	6.00@6.01
November	6.00	6.01	5.98	5.98@5.99
December	6.03	6.05	6.01	6.01@6.02
January	6.05	6.08	6.04	6.05@6.06
February	..	..	..	6.08@6.10
March	6.14	6.14	6.11	6.12@6.13
April	6.14	6.14	6.14	6.15@6.17

LIVERPOOL, July 7.—Midland uplands, 3 7-16d; December-January, 3.21B; January-February, 3.21B; February-March, 3.22S; March-April, 3.22½B; April-May, 3.23½B; July, 3.24B; July-August, 3.24B; August-September, 3.24S; September-October, 3.23S; October-November, 3.22S; November-December, 3.21B.

FUTURES.

NEW YORK PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
July	.82¼	.82⅝	.82	.82
September	.74	.74	.72 15-16	.73¼
December	.73⅞	.73⅞	.72⅞	.73¼
Corn—				
July	.36¼	.36¼	.36¼	.36¼
September	.37¼	.37⅝	.37⅛	.37¼
December	.38⅛	.38⅛	.38	.38⅛
Oats—				
July	..	..	..	.25½
Lard—				
July	..	..	..	$5.77

CHICAGO PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
July	.76	.76⅝	.76	.76¼
September	.69	.69 1-16	.68⅛	.68⅝
December	.68 13-16	.69	.68¼	.68⅝
Corn—				
July	.32¼	.32⅝	.32¼	.32⅝
September	.32⅞	.33	.32⅝	.32⅞
December	.33⅝	.33⅝	.33¼	.33½
Oats—				
July	.22¼	.22⅞	.22¼	.22⅝
September	.20¼	.20⅜	.20¼	.20¼
Lard—				
July	$5.37½	$5.47½	$5.37½	$5.47½
September	5.45	5.57½	5.45	5.55
Ribs—				
July	..	..	..	5.60
September	5.52½	5.62½	5.50	5.62½
Pork—				
July	9.75	9.90	9.75	9.90
September	9.87½	10.05	9.87½	10.05

BREADSTUFFS.

Wheat.

Yesterday's wheat market was a bearish affair, without speculative snap or feature of any sort beyond moderate early trade on both sides of the account for Europe, and a little export inquiry in the late afternoon. The depression seemed to have its origin in Southwestern news and English cables, the latter being decidedly unsatisfactory after Wednesday's show of strength in that market.

MILWAUKEE, July 7.—No. 1 Northern, 88½c; No. 2 Northern, 87½c; September, 70⅝c.

MINNEAPOLIS, July 7.—July, 84½c; September, 67⅞@68c; December, 68⅛c; No. 1 hard, 88¾c; No. 1 Northern, 86⅝c; No. 2 Northern, 84¾c.

DULUTH, July 7.—No. 1 hard, cash, 90c; July, 90c; September, 70c; December, 68c; No 1 Northern, cash, 85c.

Oats.

No. 2, 27¼c; No. 3, 26½c; No. 2 white, clips, 29½c; No. 2 white, 28@28½c; No. 3 white, 27½c; track mixed, 27@28½c; track white, 28@35c.

Miscellaneous.

RYE—No. 2 Western, 52½c, free on board, afloat; 48@48½c, cost, insurance, and freight, Buffalo. BARLEY—Feeding, 33½c nominal, cost, insurance, and freight, Buffalo.

Flour and Meal.

Spring patents, $4.75@$5; Winter straights, $4.45@$4.55; Winter patents, $4.60@$4.75; Spring clears, $3.80@$4; extra No. 1 Winter, $3.65@$3.90; extra No. 2 Winter, $3.40@$3.60; no grade, $1.65, to arrive. RYE FLOUR—$2.75@$3.25. CORNMEAL—Kiln dried, $2.05@$2.25, as to brand. BAG MEAL—Fine white, 80c; fine yellow, 75c; coarse, 70@71c. FEED—40, 60, and 80 lb Winter, in bulk, spot, 70c; Spring, bulk, 65@67½c; to arrive, 62½@65c; middling, bulk, 80@85c; rye feed, 62½@65c; city feed, 70c; hominy chop, 55c; oil meal, $24; screenings, 30@70c.

MINNEAPOLIS, July 7.—Flour—First patents, $4.60@$4.80; second patents, $4.45@$4.50; first clears, $3.60@$3.80; second clears, $3.10@$3.30.

PROVISIONS.

PORK—Mess, $10@$10.50; family, $11.50@$12; short clear, $11.50@$13.50. BEEF—Mess, $10.50; family, $11.50; packet, $11@$11.50; extra India mess, $17. BEEF HAMS, $21.50@$22. DRESSED HOGS—Bacon, 5⅝c; 180 lb, 5⅝c; 160 lb, 5½c; pigs, 5⅝c. CUTMEATS—Smoking bellies, 10 lb, 6@6¼c; 14 lb, 5⅝@5½c; pickled shoulders, 4¼c; pickled hams, 7½@8c; Western green, 16 lb, 7c; Western S. P., 6¼c. TALLOW—City, 3 3-16c; country, 3¼@3⅜c. LARD, 5.70@5.75c; city lard, 4.75c; refined, South American, 6.50c; Continent, 6.05c; Brazil, kegs, 7.60c; compound, steady; city, 4½@5c; Western, 4⅝c. STEARINE—Oleo, 5c; city lard stearine, 6½@6⅝c.

LIVERPOOL, July 7.—Close—Beef—Extra India mess, 72s 6d; prime mess, 66s. Pork—Prime mess, fine Western, 51s 3d; prime mess, medium Western, 48s 9d. Hams—Short cut, 14 to 16 lb, 30s 6d. Bacon—Cumberland cut, 28 to 30 lb, 25s 6d; short rib, 20 to 24 lb, 29s; long clear middles, light, 35 to 38 lb, 31s; long clear middles, heavy, 40 to 45 lb, 30s 6d; short clear backs, 16 to 18 lb, 29s; clear bellies, 14 to 16 lb, 30s 6d. Shoulders—Square, 12 to 14 lb, 23s 6d. Lard—Prime Western, 27s 6d. Cheese—Finest American white and colored, 35s 6d. Tallow—Prime city, 18s 6d.

COFFEE.

There was a very dull market for Brazilian coffee futures; sales on call were 1,000 bags, and nothing further was done until just before the close, when a feeble attempt was made to transact some further business. Total sales for the session, however, reached only 5,500 bags. The market opened steady at unchanged prices, and failed to make any change of consequence for the rest of the session. The news from Europe was quite as good as expected, and served to arrest selling. The news from Brazil, without showing much feature, indicated a broadening movement of supplies, which checked confidence on the long side of the account. The market was entirely destitute of outside speculative interest. The close was steady at unchanged prices to 5 points advance.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	5.50	5.50	5.50	5.45@5.55
August	5.55	5.55	5.55	5.50@5.60
September	5.65	5.65	5.65	5.65@5.70
October	5.70	5.70	5.70	5.70@5.75
November	5.75	5.75	5.75	5.70@5.75
December	5.80	5.80	5.80	5.75@5.80
January	...	...	...	5.80@5.90
February	...	...	...	5.85@5.95
March	5.95	5.95	5.95	5.95@6.00
April	...	...	...	6.00@6.05
May	...	...	...	6.05@6.10
June	...	...	...	6.10@6.15

FOREIGN MARKETS.—Santos, good average, 7$400. Hamburg, ¼ pfennig net advance; sales, 7,000 bags. Havre, ¼f net higher; total sales, 12,000 bags. January, 37; February, 37; March, 37.25; April, 37.50; May, 37.75; June, 38; July, 36; August, 36; September, 36.25; October, 36.25; November, 36.50; December, 36.75.

SUGAR.

Centrifugal, 4⅛c; muscovado, 3½c; molasses sugar, 3¼c.

OILS.

Prime crude, 18@18½c; prime crude, free on board, mills, 16½@17c; prime Summer yellow, 23@24c; off Summer yellow, 23c; butter grades, 27@28c; prime Winter yellow, 28@29c; linseed, American raw, 41@42c; American boiled, 43@44c; Calcutta raw, 54c; lard oil, choice, 47@49c.

WOOL.

Current quotations of pulled wools, (scoured,) based on Wool Exchange official classification, are as follows: Fine A, 48@51c; A, supers, 45@46c; B, supers, 40@42c; C, supers, 32@35c; fine combing, 45@46c; combing, 40@41c; California, finest, 48@50c; second, 46@48c; Western, extra, 46@47c; super, 38@40c; low, 28@30c.

NAVAL STORES.

Tar, regulars, $1.85@$1.95; tar, oil barrels, $3.62½; pitch, $1.85; spirits of turpentine, 26@26½c; resin, common to good strained, $1.40@$1.45; E, $1.50@$1.52½; F, $1.60@$1.65; G, $1.70; H, $1.80; I, $1.82½; K, $1.90; M, $1.95@$2; N, $2.10@$2.15; W G, $2.20@$2.25; W W, $2.30@$2.35.

WILMINGTON, July 7.—Spirits of turpentine, 23@23½c; resin, $1@$1.05; crude turpentine, $1@$1.50.

CHARLESTON, July 7.—Turpentine, 23c; resin, unchanged.

SAVANNAH, July 7.—Spirits of turpentine, 23⅜c; resin, A, B, C, D, 95c; E, $1.05; F, $1.15@$1.30; H, I, $1.40; K, $1.45; M, $1.50; N, $1.60; W G, $1.75; W W, $1.85.

METALS.

Iron, No. 1 Northern, foundry, $11.25; iron, No. 2, soft, $10.25; steel rails, $18.50; pig iron warrants, $6.60; copper, lake ingot, 11.80c; tin, 15.70c; lead, 4.05c; spelter, 4.90c.

LIVE STOCK.

BEEVES—Live cattle, 11@11½c per lb, dressed weight; refrigerator beef, 9c per lb; live sheep unchanged.

CALVES—Veals, $4@$5.75; buttermilk calves, $3@$3.37½; city-dressed veals, 7@9c per lb.

SHEEP AND LAMBS—Sheep, $2.50@$4.70; lambs, $5@$6.75.

HOGS—$4@$4.35.

FEDERAL COURTS.

Calendar for Friday, July 8.

UNITED STATES CIRCUIT COURT—Lacombe, J.—Opens at 1:30 P. M. in Room 124 Post Office Building. Motion calendar. Adjourned cases.

1—El. Car Co. of A. vs. Nassau Electric Co.
2—A. B. Dick Co. vs. Underwood.
3—Fayerweather vs. Ritch.
4—Ricand vs. Tysen.
5—A. B. Dick Co. vs. Wickelman.
Cases noticed.
6—Love vs. Wheeler.
7—Burnett vs. Hahn.
8—Loeffler vs. Collier.
9—Parisian Comb Co. vs. Cohn.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.

SUPREME COURT—Appellate Term.—Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Giegerich, J.—Opens at 10:30 A. M. Litigated motions.

1—Halstead vs. Loughran.
2—Arnheim vs. Arnheim.
3—In re Elm Street.
4—Post vs. Nadeau.
5—In re English Enamel Paint Co.
6—Varnum vs. Kelsen.
7—Petrolia Mfg. Co. vs. Jenkins.
8—Bartholomay Brew. Co. vs. John Kress Brewing Co.
9—Loring vs. Juster.
10—Firth vs. Luthy & Co.
11—In re Smith.
12—In re Cattus.
13—Bissell vs. Bisssell.
14—Wing vs. Watson.
15—Lee vs. Jacob & Skinner Realty Co.
16—Sittig vs. Baltes.
17—Eisenstein vs. Rosenthal.
18—Beach vs. Muller.
19—Eisser vs. Schaeffel.
20—Guenot vs. Mandel.
21—Robinson vs. Sampers.
22—In re Arkell.
23—In re Ely.
24—Chisolm vs. Blackman.
25—People, &c., vs. Holts.
26—Same vs. Henkel.
27—Lohrke vs. Leiter.
28—Dettmann vs. Dunn.
29—Field vs. O'Connor.
30—Hess vs. Speidel.
31—Dean vs. City of New York.
32—In re Con. Trust Co.
33—Tunstall vs. Foley.
34—Bedell vs. Arnold.
35—Nichols vs. Will & Baumer Co.
36—Halpert vs. Halpert.
37—Ryker vs. Glover.
38—In re Cunningham.
39—Walcutt vs. Nat. Phonograph Co.
40—Mayer vs. Mayer.
41—In re Archer & Pancoast Mfg. Co.
42—Hatch vs. O'Connor.
43—In re Mayor, &c.
44—Quinn vs. York.
45—N. Y. Mach. & Nov. Mfg. Co. vs. Demley.
46—Fraser vs. Met. Fire-Proofing Co.
47—People, &c., vs. Brown.
48—In re Lowenthal.
49—People, &c., vs. Gumplowitz.
50—Greengard vs. Handel.
51—In re Hawthorne.
52—In re Canal and Watts Streets.
53—In re Pier 39 E. R.
54—In re Bank and Bethune Streets.
55—People ex rel. Pettigrew vs. Fromme.
56—Greenpoint Lumber Co. vs. Klein.
57—Workum vs. Hyde.
58—Same vs. Chase.
59—Same vs. Allen.
60—Boessnick vs. Simonson.
61—In re Woodward.
62—Norden vs. Ryan.
63—Furlong vs. Vecchi.
64—Spaulding vs. Rosswog.
65—Mulford vs. Cram.
66—Tressell vs. Kleeman.
67—De Puy vs. Board of Docks.
68—Bedell vs. Arnold.
69—Nugent vs. Nugent.
70—Brandon vs. Lordi.
71—Petrolia Mfg. Co. vs. C. Oil Johnny S. Co.
72—McBride vs. James.
73—Kessler vs. Friede.
74—In re Grand Boulevard and Concourse.
75—Macy vs. Carpenter.
76—Schmenger vs. N. Y. El. R. R.
77—Kong vs. Klingman.
78—People, &c., vs. Quick.

SUPREME COURT—Special Term—Part II.—Daly, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Special Term—Part VI.—Pryor, J.—Opens at 10:30 A. M. Litigated motions to be sent from Special Term, Part I.

SUPREME COURT—Trial Term—Part I—(Criminal Term.)—Fursman, J. Assistant District Attorneys McIntyre and Gordon for the People.—Opens at 10:30 A. M.

1—John Brown.

SUPREME COURT—Trial Term—Parts II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—At 10:45 A. M.—1343—Contested will of Frances Lyons. Motion calendar called at 10:30 A. M.

1—Owen McGuinness.
2—John J. Galnar.
3—Maryana Wolcynska.
4—Mary A. McGovern.
5—Lena Lenhsuering.
6—Owen McGuinness.
7—William Dally.
8—Patrick Sheehan.
9—Patrick Sheehan.
Wills for Probate.
At 10 A. M.
Margaret Hassett,
Jane Stubbs.
At 10:30 A. M.
Savina McDonald,
Sophia R. Brown,
Jacob M. Cohn,
Jesse M. Richards,
Mary R. Dupond.
At 11 A. M.
Sarah F. Dennison,
James F. Cox,
Patrick J. Reddy.
At 2 P. M.
Anna A. Smith.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Conlan, J.—Opens at 10 A. M. Held on first floor of Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I. II.; and III.—Adjourned for the term.

CITY COURT—Trial Term—Part IV.—Adjourned until Tuesday, July 12.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and McCann for the People.

1—Charles A. Elias, George M. Smith, Charles S. Northrup.
2—Mary Morris.
3—Daniel McGinnis, James Durnin.
4—Ellen Perry.
5—James Corbett.
6—Charles Thompson.
7—William Harris.
8—William Page.
9—Ling Ong.
10—Frank Fish.
Pleadings.
1—Thomas White.
2—Robert Murray.
3—Charles Williams.
4—John Powers.
5—Charles Davis.
6—Charles E. Mather.
7—James Howard.
8—John Carroll.
9—Charles O. Keller.
10—William H. O. Waldron.

COURT OF GENERAL SESSIONS—Part II.—Newburger, J.—Opens at 10:30 A. M. Assistant District Attorneys Walsh and Cowan for the People.

1—Jacob Spiegelglass.
2—Sophie Palmer, Nellie Marvin.
3—Joseph Smith.
4—Frank J. Sampson.
5—John Vorga.

COURT OF GENERAL SESSIONS—Parts III. and IV.—Adjourned for the term.

Referees Appointed—New York.

SUPREME COURT—Giegerich, J.—Ashley vs. Murphy—John H. Rogan. Matter of Durland's Riding Academy Company—Richard M. Henry. Matter of Norton—Edward G. Whittaker. Matter of Richmond—Edward G. Whittaker. Gaylord vs. Fisher—Louis Davidson. Matter of Prospect Avenue—Samuel Hoffman. Matter of Commercial Union Cigar and C. Company—C. J. Schearer. Richard vs. Adler—Frank M. Holahan.

SUPREME COURT—Daly, J.—Matter of Pets—Thomas McAdam. Herriman vs. Herriman—George C. Holt.

Receivers Appointed—New York.

SUPREME COURT—Daly, J.—Moses Zimmermann vs. Max Schiadouski vs. Thomas Nolan.

SUPREME COURT—Giegerich, J.—Lauriston H. Hazard vs. United States Prism Glass Globe Company—M. J. Sneudaira.

Brooklyn Court Calendar.

COUNTY COURT—Part I.—Hurd, J.—Mrs. Martha Place, murder.

NEW YORK LIFE IN PRUSSIA.

Vice President Perkins Has Gone Abroad, Hoping to Secure Readmission.

George W. Perkins, Second Vice President of the New York Life Insurance Company, sailed for Europe Tuesday with the intention of going to Berlin in the hope of securing the readmission of the company into Prussia.

The reason for believing that such mission might now be successful is partly diplomatic, resulting from the present international situation and partly from the effect of the retaliatory law of New York upon the Prussian fire insurance companies doing business in the United States.

Third Vice President D. P. Kingsley of the company said yesterday: "It is true that Mr. Perkins has gone abroad, and will in September go to Berlin, in the belief that there may be some chance to secure the reinstatement of the company in Prussia.

"When the Prussian authorities made the requirement that life insurance companies should report their tontine surplus by classes, and as a liability, this company went so far as to alter its method of bookkeeping in the home office in order to make that statement. The company was, however, excluded, and when the reason was called for in the Reichstag the answer was that the company had failed to comply with the law. To this statement the company took exception, and filed a brief with the Ministry to that effect. The investigation of the allegations, contained in this brief, is apparently indefinitely tangled up with official red tape.

"Upon the enactment of a similar requirement in Austria, no attempt at compliance was made at first, but it was later ascertained that the authorities had no intention of excluding American companies which were disposed to comply with the regulations. This was done, and the company was readmitted.

"The case in Prussia is different. We do not believe in the principle of retaliatory legislation as a general rule, but force is sometimes the only thing which can be appreciated. There is some good ground for thinking that there is a changed sentiment in Berlin, and Mr. Perkins will consequently go there to see if the company can gain readmission."

NOTES OF INSURANCE INTERESTS

The American Insurance Company of Boston has declared a dividend of 3 per cent.

Yale University has conferred the degree of Master of Arts upon Col. Jacob L. Greene, President of the Connecticut Mutual Life Insurance Company.

The Cölnische Reinsurance Company is about to enter the United States, the State in which the deposit is to be made having been practically decided upon.

The Northwestern Mutual Life Insurance Company is reported to have closed negotiations with Levi Z. Leiter, father of Joseph Leiter, for making a loan of $3,000,000 for ten years at 4 per cent.

The stability of the Suburban Fire Underwriters' Association is a matter of anxiety among the companies. Manager Snow has, however, secured the temporary withdrawal of the resignation of the Citizens' Insurance Company of New York.

James H. Murphy, formerly special agent of the North British and Mercantile Insurance Company, will, on July 15, become special agent of the Spring Garden Insurance Company of Philadelphia, for the suburban territory within New York State.

The insurance on the building at 253 Broadway, affected by the explosion and fire in the Mackay Building on July 3, was distributed as follows: German-American, $15,000; Royal, $7,500; Underwriters', $10,000, and Phenix of Brooklyn, $12,500. A. B. Rice & Co. will adjust the loss.

The London correspondent of The Chronicle states that the French underwriters are complaining of the salvage of $75,000, awarded to the British steamer Roman for towing the French steamer La Champagne 500 miles, thus saving a cargo and hull valued at more than $2,000,000, in addition to saving the lives of a large number of passengers, on the ground that it is excessive.

The insurance on the Hazleton Flax Mills at Hazleton, Penn., which were nearly destroyed by fire July 2, was distributed as follows: State of New York, $13,500; Globe, $10,000; Broadway, $5,000; Manhattan, $12,000; Wisconsin, $2,500, and Concordia, $2,500. On the machinery of W. O. Bowman & Co., in use in the mills: Manhattan, $2,500, and Norwood, $2,500. H. A. Landgraff & Co. will adjust the loss.

NEW BOND SUBSCRIPTIONS.

The Chance to Take Any Part of the Big War Loan Closes Next Week.

No subcriptions for the United States war loan of $200,000,000 will be received at the Sub-Treasury in this city after next Wednesday, and all subscriptions to the loan will be closed in Washington on the following day.

Within the past few days a large number of small subscriptions to these new Government bonds has been sent in through various New York banking houses. The Sub-Treasury was creditor at the Clearing House yesterday in the sum of $363,000. To a large extent this was due to receipts from subscribers for the new bonds, and in view of the fact that the regular disbursements of the Sub-Treasury are always very heavy just after the 1st of July, this large credit balance at the Clearing House excited attention and comment.

A popular impression that prevails in Wall Street that all small subscriptions to the war loan will be honored when the allotment of the bonds is made has stimulated a speculative interest in the outcome of the subscriptions, among operators of moderate means. Intimations were quietly conveyed from one to another yesterday that certain brokerage houses were paying 1 per cent. premium for bond subscriber's receipts, where the amounts did not exceed $4,000 or $5,000. Under these conditions some of the alert operators thought they saw a chance to make a few hundred dollars by filing their subscriptions for a few thousand dollars' worth of the new bonds, paying their 2 per cent. deposit and taking a quick profit on the alleged premium of 1 per cent. offered on the receipt given them for their deposit.

The belief is general among down-town bankers that a very large proportion of the $200,000,000 of bonds will be taken in comparatively small subscriptions.

RAILWAY MAIL CLERKS' OUTING.

Petition Sent to Congress Asking for Two Weeks a Year on Pay.

PITTSBURG, Penn., July 7.—J. C. McConnell, Superintendent of the Railway Mail Service at Pittsburg, to-day sent a petition to Congress to have a bill passed giving railway mail clerks a two weeks' vacation, with full pay, each year.

Mr. McConnell says that the railway mail clerks are the only employes in the mail service of the United States that do not get a vacation at the expense of the Government, and they have the longest hours and hardest work.

CHILE-ARGENTINA AFFAIRS.

Chilean Banks Closed for Fear of a Run—An Ultimatum Sent.

LIMA, Peru, July 7, (via Galveston, Texas.)—Alarming news has been received here from Chile. A financial panic has been occasioned in Valparaiso by the withdrawal and exportation of gold, which has caused the Chilean Government to officially close all the banks in Chile until the 12th inst. During this suspension the Government will consider the advisability of issuing paper money.

The Chilean Government has also sent an ultimatum to Argentina, giving the latter, according to report, until Aug. 15 in which to decide the boundary question between the two countries, which has been in dispute for a long time past.

HOLLAND-AMERICAN LINE.

The agents here of the Holland-American Line, which recently sold the steamship Obdam to the United States Government, announced that the line is to have two new vessels, for which contracts have been made. They are to be twin screw vessels, each of 12,000 tons register, and they are to be ready in 1900.

With two vessels now building, and with one, the Rotterdam, recently put into service, the line will have five twin-screw steamers. The vessel nearest completion is the Statendam, which is due to sail on Aug. 25 from Europe. She is 525 feet long, 60 feet beam, and of 10,500 tons register.

The new vessels are to be 550 feet long, 62 feet beam, and 44 feet deep. The Ryndam, to be finished next year, is of the same dimensions. The vessels of the company's new fleet are designed for comfort and large capacity. Their speed will not exceed 18 knots.

Of the two new ones Harland & Wolff of Belfast, Ireland, are to build one and Blohm & Voss of Hamburg the other. The Ryndam and Statendam were built by the Belfast firm. All the vessels will be of steel.

THE RACES AT BRIGHTON

Horsemen Seem Inclined Now to Help Along the Meeting by Making Liberal Entries.

PREVIOUS IN POOR FORM

Favorites and Outsiders Divide Equally —The Winners Are Longacre, Hilee, Sir Gawain, Lambent, Marblehead, and Athamas.

It begins to look now as if the meeting of the Brighton Beach Racing Association this year will be financially successful, for with such excellent weather as prevailed on Wednesday and yesterday, equally as large crowds as those which attended on those days may be looked for. There was a disposition, too, on the part of the horsemen yesterday to help the management along, for there were only a few horses scratched of the large fields entered. The entry list, too, which came in for to-day's races was a large one, and if the daily list continues to be as large and wholesale withdrawals are not made, big fields will meet in the events.

The racing yesterday was exciting, both because of the close finishes in several of the events and of the victory of "long shots" in three races. Just after the first race was run the announcement was made on the blackboard that the Philadelphia had been ordered to Hawaii to hoist the American flag over the Sandwich Islands, and Lander, quickly catching the spirit of the occasion, struck up "The Star-Spangled Banner." There was more cheering and another show of enthusiastic patriotism almost equal to that shown on July 4 at Sheepshead Bay, when men and women marched behind the band and cheered while the rain pelted down on them after Cervera's capture was announced.

Previous, who having beaten some good horses both as a two-year-old and a three-year-old was entitled to be classed as a stake horse, showed very plainly in the third race, at a mile, that either he is not fit to race, or that he has been very lucky in the past, and because of it is a much over-rated horse. When Previous can do no better than finish fifth in a field of six horses, in a race won by Sir Gawain, and with such horses as Glorian ahead of him, he is not the same Previous that beat high class horses not long ago.

Marblehead, owned by P. J. Dwyer, showed himself to be a fair-class colt, by the easy manner in which he disposed of the others in the fifth race at three-quarters of a mile. This race was a pretty one in its early stages, for the field of four ran all together, and a blanket could have covered them for the first half mile of the journey. Then Dr. Parker and Marblehead went up to the front and had the race between them at the head of the stretch. Marblehead moved away easily half a furlong further on, and the field was strung out then to a procession, with Marblehead galloping home a winner by two lengths.

Longacre won the first race, and Hilee the second. The third was won by Sir Gawain. Lambent won the fourth, and Athamas the sixth.

The report that Tod Sloane was to be operated upon for appendicitis proved yesterday to be false. The jockey is ill with congestive chills and tonsilitis, and is in no danger. He may, however, go for a vacation to the mountains before returning to the saddle.

Details of the racing, with the order in which the horses finished and the betting against each of the starters, are as follows:

The Summaries.

FIRST RACE.—For three-year-olds and upward that have run and not won since June 16. By subscription of $10 each, with $500 added, of which $75 to second and $25 to third. One mile and an eighth. Time—1:56¼.

1—Longacre, T. F. Barrett & Co.'s b. c., 3 years, By St. George-Belle Loring, 90 pounds, 12 to 1 and 5 to 1..........(Murray)

2—Ella Daly, W. C. Daly's br. f., 3, 85, 20 to 1 and 8 to 1..........(O'Connor)

3—Squire Abingdon, W. Lakeland's b. g., 3, 99, 6 to 1..........(Fratch)

Flax Sprinner, 95, 9 to 5, (Songer;) Siffleur, 96, 5 to 2, (Dupee,) and Chalmers, 94, 4 to 1, (Maher,) also ran and finished in the order named.

Won in a drive by a head; three lengths between second and third.

SECOND RACE.—For two-year-olds that have not won more than one race; selling allowances. By subscription of $10 each, with $500 added, of which $75 to second and $25 to third. Five furlongs. Time—1:02¼.

1—Hilee, W. H. Barrett's b. g., by Himyar-Grace Lee, 109 pounds, 3 to 1 and even money..........(Sims)

2—General Mart Gary, G. H. Kernaghan's b. c., 107, 15 to 1 and 5 to 1..........(O'Leary)

3—Tendresse, James Rowe & Co.'s ch. f., 106, 7 to 1..........(Spencer)

St. Clair, 112, 7 to 2, (Murphy;) Tender, 107, 4 to 1, (Maher;) Camotop, 112, 12 to 1, (Songer;) Passe Partout, 114, 10 to 1, (Penn,) and Royster, 107, 6 to 1, (Coylie,) also ran and finished in the order named.

Won in a drive by a length; two lengths between second and third.

THIRD RACE.—For three-year-olds. By subscription of $10 each, with $800 added, of which $150 to second and $50 to third. One mile. Time—1:41¾.

1—Sir Gawain, J. A. Bennet's br. c., by Gallantry-Zitella, 114 pounds, 12 to 1 and 5 to 1..........(Doggett)

2—Swiftmas, Demiel & Farrell's br. c., 118, 5 to 2 and 4 to 5..........(Murphy)

3—Glorian, W. B. Jennings's br. c., 114, 7 to 1..........(Sims)

George Boyd, 118, 4 to 1, (Hamilton;) Previous, 121, 2 to 1, (Williams,) and Ruby Lips, 96, 20 to 1, (Maher,) also ran and finished in the order named.

Won in a drive by a lnegth; half a length between second and third.

FOURTH RACE.—Highweight Handicap, for three-year-olds and upward. By subscription of $10 each, with $600 added, of which $100 to second and $50 to third. Three-quarters of a mile. Time—1:15.

1—Lambent, M. Clancy's b. m., 5 years, by Amphion-Starlight, 119 pounds, even money and 2 to 5..........(Williams)

2—Van Antwerp, Bromley & Co.'s br. c., 3, 112, 5 to 1 and 2 to 1..........(Taral)

3—Lady Mitchell, Jefferson Stable's b. f., 4, 108, 5 to 2..........(Irving)

Slasher, 100, 15 to 1, (Dupee,) and Billali, 109, 10 to 1, (Jones,) also ran and finished as named.

Won in a drive by half a length; two lengths between second and third.

FIFTH RACE.—For two-year-olds. By subscription of $10 each, with $600 added, of which $100 to second and $50 to third. Three-quarters of a mile. Time—1:15½.

1—Marblehead, P. J. Dwyer's br. c., by Watercress-Madrid, 97 pounds, 1 to 2 and out..........(Maher)

2—Dr. Parker, J. A. Bennet's b. c., 97, 2 to 1 and 1 to 3..........(Dupee)

3—Subject, W. C. Daly's br. g., 94, 30 to 1 and 3 to 1..........(O'Connor)

4—Russella Walden, P. Abrams's b. f., 109, 15 to 1..........(Songer)

Won easily by two lengths; fifteen lengths between second and third.

SIXTH RACE.—For three-year-olds and upward that have run and not won more than one race since May 5; selling allowances. By subscription of $10 each, with $500 added, of which $75 to second and $25 to third. One mile. Time—1:41¾.

1—Athamas, R. T. Wilson, Jr.'s b. c., 3 years, by Eolus-Vivacity, 99 pounds, 15 to 1 and 6 to 1..........(Dupee)

2—Dolando, C. Fleischmann & Son's b. g., 5, 110, 6 to 5 and 1 to 2..........(Spencer)

3—Burlesque, G. B. Patterson's br. c., 4, 114, 6 to 5..........(Sims)

Gen. Maceo, 96, 12 to 1, (O'Connor;) Octave, 95, 15 to 1, (Songer;) King T., 111, 40 to 1, (Thompson,) and Black Dude, 101, 60 to 1, (Collins,) also ran and finished in the order named.

Won in a drive by a length; two lengths between second and third.

The Card for To-day.

FIRST RACE.—For three-year-olds and upward; selling. Five furlongs.

	Pounds.		Pounds.
Mainstay	112	Decide	99
Tinge	108	Athamas	99
Billali	107	Charagrace	98
Belle of Erin	106	Princess India	96
Klepper	105	Sallust	96
Calculation	104	Varus	95
Miss Lynah	101	Fleeting Gold	90
Set Fast	101	Prince Auckland	90

SECOND RACE.—For maiden two-year-olds. Five furlongs.

Somers	112	Mt. Clements	112
Composer	112	Mack Miles	112
Federal	112	Judge Magee	112
Animus	112	Ben Blue	112
Prince of Wales	112	Bell of H.	109
Meddlesome	112	Al Reeves	109
Dan Cupid	112	Nell Dale	109
Captain Sigsbee	112	Water Girl	109

THIRD RACE.—Handicap for three-year-olds and upward. One mile and a sixteenth.

Lehman	126	Miss Tenny	103
Domitor	113	Jefferson	97
Caldron	110	Her Own	95
Howard S.	106		

FOURTH RACE.—For three-year-olds and upward. One mile.

Premier	106	Decanter	97
Dr. Catlett	106	Handpress	94
Domitor	106	Miss Tenny	93
Irish Reel	104	Sensational	91
Tripping	101		

FIFTH RACE.—Handicap for two-year-olds. Three-quarters of a mile.

Sir Hubert	128	Autumn	115
Rusher	117		

SIXTH RACE.—For three-year-olds and upward; selling. One mile.

Ben Ronald	105	Hanlon	96
Decanter	102	Glonoine	95
[illegible]	102	Aurum	93
X Ray	101	Prince Auckland	90
[illegible]	96		

ON THE BASEBALL FIELD.

Brooklyns Are Easily Beaten by the New Yorks at the Polo Grounds.

How the Clubs Stand.

Clubs.	Won.	Lost.	P.C.
Cincinnati	47	23	.671
Boston	42	26	.618
Baltimore	40	26	.606
Cleveland	40	27	.597
Chicago	40	30	.571
Pittsburg	37	31	.544
New York	32	34	.485
Philadelphia	28	36	.438
Brooklyn	27	38	.415
Washington	28	39	.418
St. Louis	23	49	.319
Louisville	22	47	.314

Results of League Games Yesterday.

New York, 10; Brooklyn, 1.
Philadelphia, 6; Boston, 5.
Washington, 2; Baltimore, 1.
Cincinnati, 7; Chicago, 5.
Cleveland, 6; St. Louis, 5.
Pittsburg, 6; Louisville, 3.

Games To-day.

Brooklyn in New York.
Cincinnati in Chicago.
St. Louis in Cleveland.
Boston in Philadelphia.
Louisville in Pittsburg.
Washington in Baltimore.

The New Yorks played fast enough at the Polo Grounds yesterday to beat the best teams in the league, and they scored an easy victory from the unfortunate Brooklyns, who have just begun to show a little form. The 1,000 faithful "rooters" who saw the local men play some real baseball knew that Joyce had been reinstated as manager, and they attributed the team's reversal of form to Anson's departure. One daily patron of the grand stand was mean enough to remark that the release of Anson and Umpire Heydler's exit from the league staff gave the New Yorks a new lease of life. They certainly moved around with an air of confidence. In fact, their work was of a better quality than has marked recent games. The men seemed to awaken to the fact that they were being paid to play the game as it should be played, and not move around as if they wore leaden shoes.

Grady, who did not play, was a trifle chipper than the rest, and was also in one of his "scrappy" moods. As a consequence, Umpire Emslie invited him to view the game from the clubhouse because he found fault with one or two decisions.

The story of the New Yorks' easy victory lies in the fact that they hit the ball hard and at times when hits were most needed. Persons who have witnessed recent games could hardly believe their eyes when the New Yorks hit the ball when bases were occupied.

Dunn, who essayed to pitch for the Brooklyns, was through after the first inning. The youngster on several previous occasions made the locals look like a lot of wooden men, but these same men displayed much life yesterday, and after the New Yorks had scored five runs and six hits, McKenna, who was secured from the Brockton club a few days ago, went in against the New Yorks. It was his first appearance in league company, and naturally he was a bit nervous. He gave six bases on balls, hit three batsmen, and was hit safely seven times. Still, he made a very good début considering that he came in the game with a lead of five runs against him.

Meekin was like a stone wall for the Brooklyns. Four hits were all they could find, two of them in the eighth inning giving them their solitary run. The score is the best illustration of the New Yorks' work in the field. There was not the semblance of an error. Score:

NEW YORK.	R	1B	PO	A	E	BROOKLYN.	R	1B	PO	A	E
Van H'n, cf.	1	1	1	0	0	Griffin, cf.	0	0	3	0	0
Tiernan, lf.	2	1	2	0	0	Jones, rf.	0	0	2	1	0
Joyce, 1b.	2	2	11	1	0	Lach'ce, lf.	0	1	1	0	0
Davis, ss.	0	1	2	6	0	Tucker, 1b.	0	0	8	0	0
Gleason, 2b.	1	2	2	3	0	Hallman, 2b.	0	0	4	4	1
Gettig, rf.	1	3	2	0	0	Shindle, 3b.	1	1	2	1	0
Hartm'n, 3b.	1	0	0	1	0	Magoon, ss.	0	1	0	4	1
Warner, c.	1	1	6	1	0	Ryan, c.	0	0	4	0	1
Meekin, p.	1	2	1	1	0	Dunn, p.	0	0	0	0	0
						McKenna, p.	0	1	0	2	0
Total	10	13	27	13	0	Total	1	4	24	12	3

New York	5	1	0	1	2	0	0	1	.	—10
Brooklyn	0	0	0	0	0	0	0	1	0	—1

Earned runs—New York, 3. Stolen bases—La Chance, Hartman, Joyce, Gettig, Van Haltren. Two-base hits—Tiernan, Warner. Home run—Joyce. Double plays—Jones and Ryan; Davis, Gleason, and Warner; Magoon, Hallman, and Tucker. First base by errors—New York, 1. First base on balls—Off Meekin, 1; off Dunn, 1; off McKenna, 6. Hit by pitched ball—Tiernan, Joyce, Warner. Struck out—By Meekin, 4; by McKenna, 1. Left on bases—New York, 11; Brooklyn, 3. Umpire—Mr. Emslie. Assistant Umpire—Mr. Hunt.

Cleveland, 6; St. Louis, 5.

CLEVELAND, July 7.—To-day's game was characterized by slow work by the home team. Both teams batted well, and the visitors came near pulling out a victory. Score:

Cleveland	2	0	1	0	0	0	0	2	0	1—6
St. Louis	2	0	0	0	0	2	1	0	0	0—5

Earned runs—Cleveland, 3; St. Louis, 1. Base hits—Cleveland, 13; St. Louis, 11. Errors—Cleveland, 3; St. Louis, 4. Batteries—Cleveland, Jones and Criger; St. Louis, Taylor and Sugden. Umpire—Mr. McDonald. Assistant Umpire—Mr. O'Day.

Cincinnati, 7; Chicago, 5.

CHICAGO, July 7.—Costly errors by the Chicagos and inability to bunch hits off Dwyer, pushed the Cincinnatis a little further ahead to-day. Score:

Chicago	0	0	0	0	3	2	0	0	0	—5
Cincinnati	1	0	2	2	2	0	0	0	0	—7

Earned runs—Chicago, 2; Cincinnati, 4. Base hits—Chicago, 10; Cincinnati, 10. Errors—Chicago, 5; Cincinnati, 3. Batteries—Chicago, Griffith and Chance and Donahue; Cincinnati, Dwyer and Vaughn. Umpire—Mr. Swartwood. Assistant Umpire—Mr. Woods.

Philadelphia, 6; Boston, 5.

PHILADELPHIA, July 7.—Philadelphia defeated Boston to-day through the poor work of the visitors in the first two innings. Boston rallied in the ninth, but the home team's lead was too big to be overcome. Score:

Boston	0	0	0	0	1	0	0	0	4	—5
Philadelphia	4	1	0	1	0	0	0	0	.	—6

Earned runs—Boston, 3. Base hits—Boston, 8; Philadelphia, 6. Errors—Boston, 5; Philadelphia, 1. Batteries—Boston, Nichols and Yeager; Philadelphia, Orth and McFarland. Umpire—Mr. Gaffney. Assistant Umpire—Mr. Brown.

Pittsburg, 6; Louisville, 3.

PITTSBURG, July 7.—Magee was a puzzle until the seventh inning, when the Pittsburgs made six hits and scored six runs. Tom McCreery played with the Pittsburgs and was decidedly in the game, scoring a run, making a three-bagger and a sensational catch in centre field. Score:

Pittsburg	0	0	0	0	0	0	6	0	.	—6
Louisville	0	0	0	0	0	2	0	1	0	—3

Earned runs—Pittsburg, 5; Louisville, 2. Base hits—Pittsburg, 9; Louisville, 9. Errors—Pittsburg, 2; Louisville, 3. Batteries—Pittsburg, Tannehill and Bowerman; Louisville, Magee and Kittridge. Umpire—Mr. Snyder. Assistant Umpire—Mr. Connolly.

Washington, 2; Baltimore, 1.

WASHINGTON, July 7.—Three successive singles in the tenth inning won today's game for the Washingtons. Score:

Washington	0	0	0	1	0	0	0	0	0	1—2	
Baltimore	0	0	0	0	0	0	0	1	0	0—1	

Earned runs—Washington, 1. Base hits—Washington, 9; Baltimore, 7. Errors—Washington, 5; Baltimore, 3. Batteries—Washington, Weyhing and McGuire; Baltimore, McJames and Robinson. Umpire—Mr. Lynch. Assistant Umpire—Mr. Andrews.

Other Games.

At Wilkesbarre—Wilkesbarre, 16; Rochester, 7.
At Springfield—Springfield, 5; Montreal, 0.
At Providence—Providence, 9; Toronto, 4.
At Syracuse—Buffalo, 8; Syracuse, 7.

A. C. ANSON DEPOSED.

Joyce Is Reinstated Manager of the Local Baseball Team.

Manager Anson was released by President Freedman of the New York Baseball Club yesterday, and Joyce was reinstated as manager. Anson and Joyce were called to the New York Club's headquarters, at 142 Broadway, yesterday morning, and President Freedman notified Anson of his release.

The "grand old man" of the baseball world was in charge of the local team less than a month. He was signed at the time the New Yorks were making such a poor showing, early in June. President Freedman stated at that time that full charge would be given to Anson, but he seemed unable to make a success of the team, and it lost games under his management with alarming regularity. Anson did not strengthen the team one bit, although he was supposed to have full charge.

Before leaving for Hollywood, Mr. Freedman said that the Anson experiment proved a failure, and he is sanguine that Joyce can get better work out of the men. Anson while in Chicago was considered a capable manager until two years ago, when the Chicago players seemed to lose respect for him. All last season they showed their dissatisfaction, and this hastened Anson's release from the Chicago Club. He was well treated by the New York players and patrons, but his failure to strengthen the team did not please the latter. Joyce is a favorite with the local players, and now that he is again in charge they will play hard to win. This was demonstrated in yesterday's game.

McCreery Signs with the Pittsburgs.

PITTSBURG, July 7.—President Watkins to-day signed McCreery, the outfielder who recently secured his unconditional release from the New York club. He will play centre field temporarily. Tom O'Brien will cover first during Harry Davis's illness.

GOLFERS AT LONG BRANCH.

Good Field of Contestants in the Opening Games on the Norwood Park Links.

Twenty-eight golfers, representing several prominent local clubs, entered in the competition yesterday at the Norwood Field Club, near Long Branch, for three silver cups and one gold medal. The event was the second annual open tournament given by the Norwood golfers. The first round was an eighteen-hole medal play contest, from which the first sixteen players qualified to play for the chief trophy, the Norwood Field Cup. Another cup is also offered for the runner-up, but the winners will not be determined until to-morrow, when the final round will be played.

After the first sixteen, the next eight contestants qualified for the Consolation Cup, and the final round for that trophy will be played this afternoon. The gold medal which was given yesterday for the best score in the opening round was won by J. Prentice Kellogg, a Princeton student, who will be a member of his university golf team next season. Kellogg made the excellent score of 89 strokes for the eighteen holes, a very fine score, when it is considered that 86 is the record for the links, made last year by W. G. Stewart, the prominent English golfer, who played in many of our open tournaments.

This is the first golf prize that Kellogg has ever won, and his good form quite surprised some of his colleagues. John I. Blair, Jr., a recent Princeton graduate, tied for the second best score with F. E. Henderson of the home club at 94 strokes. W. D. Vanderpool, the Princeton golf Captain last year, and winner of the Consolation Cup at Seabright on Monday, was not at his best in the first round, although he had no trouble qualifying with 98 strokes. Princeton was well represented in the tournament, for C. H. Murphy, J. L. Davis, and O. W. Jackson, all of whom will be in college next year, were among the players, Murphy getting a place among the first lot.

The Norwood contingent showed up prominently, six of the home players qualifying for the chief trophy. Dr. Burdette O'Connor of Staten Island, who last week got a place among the first sixteen at Norwood, experienced one of the peculiar reversals of golfing form, and had to be content with lowest place in the consolation class.

All the victors in the chief events of the Norwood tournament last year were conspicuous by their absence. Walter J. Travis, who last week made a new record of 77 strokes for the Seabright course, won both the gold medal and cup last year, was unable to be present, and Alexander Morten of the Westchester Country Club, who won the Consolation Cup, was not present.

The nine-hole course is 2,560 yards in circuit, and is laid out through the cottage district of Norwood Park, so that the play on several of the greens can be watched from the piazzas or windows of the houses. Luncheon was served at the Hollywood Hotel, and the weather was so cool that the golfers' red coats were not at all burdensome. The Rev. D. L. Schwartz of Lakewood made his first appearance in an open tournament since the Lakewood event, and made one of the good scores of the day—99 strokes—but was beaten in the afternoon.

The qualifying sixteen for the chief trophy and the scores under 100 are given in full:

J. Prentice Kellogg, Princeton:
Out ....5 5 5 4 6 5 3 8 5—41
In ....4 5 7 5 5 5 4 7 6—48
Total 89

F. E. Henderson, Norwood:
Out ....4 7 5 4 6 4 5 5 5—45
In ....5 7 7 3 7 6 4 4 6—49
Total 94

John I. Blair, Jr., Morris County:
Out ....6 4 5 4 6 5 5 5 7—47
In ....5 8 5 4 7 3 4 5 6—47
Total 94

H. Villepigue, Seabright:
Out ....7 6 6 4 5 5 5 5 5—48
In ....4 5 9 3 7 4 5 6 6—49
Total 97

W. D. Vanderpool, Morris County:
Out ....4 6 6 4 6 4 5 4 6—45
In ....5 8 5 4 8 6 5 5 7—53
Total 98

J. W. Albaugh, Jr., Norwood:
Out ....6 5 7 6 6 5 4 5 5—49
In ....4 6 5 6 7 5 5 6 5—49
Total 98

C. H. Murphy, Norwood:
Out ....4 6 5 4 6 5 4 5 7—46
In ....5 6 9 4 5 5 6 7 6—53
Total 99

The Rev. D. L. Schwartz, Lakewood:
Out ....6 5 7 3 7 5 5 4 8—50
In ....5 5 6 6 9 5 4 5 4—49
Total 99

D. L. Schwartz, Jr., Lakewood:
Out ....4 4 5 3 8 4 5 5 9—47
In ....4 7 6 7 7 5 7 4 5—52
Total 99

W. R. Thurston, Morris County:
Out ....5 5 6 5 7 4 6 5 5—48
In ....8 5 6 5 7 5 4 5 6—51
Total 99

	Out.	In.	Total.
H. B. Billings, Norwood	53	47	100
George Brokaw, Norwood	52	51	103
H. G. McKeever, Dyker Meadow	53	50	103
G. A. Toffey, Jersey City	54	50	104
L. H. Ross, Norwood	53	51	104
W. W. Hoppin, Jr., Seabright	57	47	104

The eight who fell in the consolation class are:

	Out.	In.	Tt'l.
Dr. Burdette O'Connor, Staten Island	56	51	107
W. R. Thompson, Crescent Athletic	55	53	108
J. L. Davis, Princeton	57	54	111
W. C. Ridgeway, Jersey City	58	54	112
H. L. Riker, Oakland	55	57	112
Ernest Lockwood, Ocean County	54	58	112
Arthur McClave, Norwood	59	54	113
J. C. McCall, Norwood	62	53	115

The four players who failed to qualify for anything are:

	Out.	In.	Tt'l.
Irving Brokaw, Norwood	60	60	120
O. W. Jackson, Princeton	60	64	124
Howard Brokaw, Norwood	64	67	131
Howard Lockwood, Norwood	63	73	136

The results of the match play rounds in the afternoon are:

Norwood Cup, First Match Play Round.—Vanderpool beat Ross, 8 up and 7 to play; McKeever beat Henderson, 8 up and 6 to play; Schwartz, Jr., beat Albaugh, Jr., 5 up and 4 to play; Toffey beat the Rev. Mr. Schwartz, 2 up and 1 to play; Kellogg beat Murphy, 2 up and 1 to play; Blair beat Billings, 1 up; Thurston beat Villepigue, 2 up and 1 to play.

Consolation Cup, First Match Play Round.—Ridgeway beat McCall, 6 up and 4 to play; Riker beat McClave, 7 up and 6 to play; Thompson beat Lockwood, 8 up and 7 to play; Davis beat O'Connor, 2 up and 1 to play.

Weights for Chantilly Stakes.

Handicapper Vosburgh has announced the following weights for the Chantilly Hurdle Handicap, at a mile and a half, to be run at Brighton Beach to-morrow: Challenger, 165 pounds; Forget, 160; Marshall, 158; Dutch Skater, 149; Loki and Maurice, 148 each; Haphazard and Ben Brown, 145 each; Baby Bill, 142; Sir Play, 141; Beaumont, 140; Beaufort, 139; Marcus, 138; Valorous, 137; Mizpah, 135; Rifler, Lady Dainty, and Waterman, 132 each; Kinvarra, 130.

Metropolitan Association A. A. U.

The Track and Field Committee of the Metropolitan Association of the Amateur Athletic Union has decided to hold this year's championship meeting on the grounds of the Irish-American Association, at Celtic Park, Long Island City. The Ambrose Park management was unable to get the track there in shape before to-morrow, the day set for the meeting. The Celtic Park grounds can easily be reached from the Thirty-fourth Street Ferry, and everything is arranged there for the great gathering of athletes.

The Thrifty Bostonian.

From The Boston Globe.

A Boston man announces that he will stamp at his own expense any checks drawn by his debtors to his order within the next ten days. Having studied human nature closely, he believes that everybody who owes him anything will pay up within the time limit and save the penny.

IN THE REAL ESTATE FIELD

The Day's Dealings of Ordinary Character—Five Auction Offerings Adjourned or Withdrawn.

Martin Metzger has sold to James A. Simpson, for immediate improvement, the plot on the east side of Melrose Avenue, extending from One Hundred and Fifty-seventh to One Hundred and Fifty-eighth Street, being 200 feet on the avenue and 21 feet in depth on either street.

It was authoritatively denied yesterday that the five-story building 678 Broadway had been sold. Negotiations in progress, however, will probably be successfully closed. The present owner of the property, Leo Schlesinger, bought it last January from Thomas A. Davies.

Charles Buermann & Co. have sold for Henry L. Wirth to John Kohl, for $16,250, the four-story front and rear buildings 432 East Fourteeenth Street, 25 by 100.

It is reported that A. Duane Pell has sold to a firm of builders the lot 4 East Seventy-fourth Street, 25 by 100.

Mandelbaum & Lewine have sold to Lippman & Freedman, for improvement, the old buildings 346 and 348 West Thirtieth Street, 33 by 98.9.

George Jonas has sold, for $10,000, the three-story brownstone-front dwelling 2,430 Second Avenue, 20 by 80.

Friedline & Co. have purchased, for improvement, the lot on the east side of Amsterdam Avenue 50 feet north of Sixtieth Street.

The Frank L. Fisher Company reports the following sales of Brooklyn property: For James Livingston to Pauline Katz, the three-story dwelling 162 Decatur Street, 19 by 100, and the four-story dwellling 370 Carlton Avenue, 25 by 100.

Yesterday's five auction offerings were either adjourned or withdrawn.

To-day's Auction Sales.

The following sales at auction are down for to-day at 111 Broadway:

By Peter F. Meyer & Co.,foreclosure sale, Sylvester L. H. Ward, referee, 148 West Seventy-fourth Street, south side, 482 feet west of Columbus Avenue, 18 by 102.2, four-story brick dwelling. Due on judgment, $27,080.

By Peter F. Meyer & Co., foreclosure sale, Edwin A. Jones, referee, 2,084 Washington Avenue, east side, 348.3 feet north of the Quarry Road, 24.6 by 100.1 by 22.5 by 100, two-story frame dwelling. Due on judgment. $6,533.

By Bryan L. Kennelly, foreclosure sale, Rufus B, Cowing, Jr., referee, Union or Pelham Avenue, southwest corner of Cambreling Avenue, 25.6 by 142.5 by 25 by 147.4, vacant. Due on judgment, $1,850.

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures and Alterations.

First Avenue, east side, Sixty-fourth to Sixty-fifth Street, for two six-story brick flats, with stores, 91.5 by 94; City and Suburban Homes Company of 281 Fourth Avenue, owner; J. E. Ware & Son of 487 Fifth Avenue, architects; cost, $150,000.

Nos. 4 and 6 East Fifty-fourth Street, for a five-story brick dwelling, 36 by 95.6; W. E. D. Stokes of 48 West Forty-seventh Street, owner; McKim, Mead & White, architects; cost, $35,000.

Ninety-eighth Street, north side, 300 feet east of Fifth Avenue, for two five-story brick and stone flats, 32 by 98 and 18 by 98; William Horowitz of 63 East One Hundred and Seventeenth Street, owner; F. E. Albinger, architect; cost, $45,000.

Lorillard Street, west side, 18.9 feet north of Third Avenue, for three three-story frame tenements, 16.8 by 65; Samuel E. Duffey, owner; C. A. French, architect; cost, $12,000.

Orchard Street, northeast corner of Nelson Avenue, for a frame Summer garden, 16 by 32; P. H. Lennon, owner; cost, $50.

Alterations.

No. 87 Eldridge Street, to a five-story and basement brick storage house and stores; Henry Hesse, owner; M. Bernstein, architect; cost, $500.

No. 25 West Tenth Street, to a four-story brick and frame dwelling; M. R. Martinez of 139 West Twelfth Street, owner; Hoppin & Koen, architects; cost, $4,000.

One Hundred and Eighteenth Street, south side, 448 feet east of Pleasant Avenue, to a one-story brick shop; R. H. Wolf & Co. of 81 East One Hundred and Eighteenth Street, owners; Buchman & Deisler of 11 East Fifty-ninth Street, architects; cost, $2,200.

No. 339 West Twenty-sixth Street, to a four-story brick tenement; J. L. Hamilton of 346 West Twenty-seventh Street, owner; J. A. Sinclair, architect; cost, $8,000.

No. 115 East Thirty-seventh Street; to a four-story brick dwelling; F. K. Trowbridge, owner; T. D. Wabelton of 160 Fifth Avenue, architect; cost, $300.

Fourth Avenue, southeast corner of Seventeenth Street, to a seven-story brick and stone flat; J. J. Astor of 23 West Twenty-sixth Street, owner; A. J. McCarthy, architect; cost, $350.

No. 253 West Fifty-fifth Street, to a four-story and basement brick and stone dwelling; Mary B. Hart of 60 East Eighty-first Street, owner; Angell & Higginson, architects; cost, $850.

Nassau Street, southwest corner of Pine Street, to a six-story stone and iron office and bank building; Hanover National Bank, owner; J. B. Baker of 156 Fifth Avenue, architect; cost, $8,000.

No. 14 Maiden Lane, to an eight-story brick and stone office building; A. D. Pell of 929 Sixth Avenue, owner; James Allen, builder; cost, $350.

Third Avenue, west side, 66 feet north of One Hundred and Seventy-fifth Street, to a one-and-a-half-story frame clubhouse; estate of William A. Bedell, owner; J. H. Gratacap, architect; cost, $650.

Recorded Real Estate Transfers.

Thursday, July 7.

AVENUE D, w s, 25 ft s of 6th St, 23x89; Catherine Foerster to Joseph Heilbrun..........$14,000
BARKER AV, e s, 259.4 ft s of Union St, 48x95; Jacob Meurer and wife to John B. Peck..........1
BAILEY AV, e s, Lot 81, map of property of William O. Giles, 50x113.6x56.6x98.11; Jane Wallace to Charles E. Ahneman..........1
BROOK AV, w s, 75 ft n of 146th St, 25x90; Herman Mayer and wife to Cecilia T. Lappine..........22,500
COLLEGE AV, e s, 183.3 ft s of 164th St, 22x110; John Wilson and wife to Samuel H. E. Jennings..........8,000
CATHARINE ST, n s, e ½ of Lot 280, map of East Tremont, 44x112.6; James Brogan and wife to August Wergin and wife..........1,600
COLLEGE AV, e s, 161.3 ft s of 164th St, 22x110; Alexander Wilson and wife to Thomas A. Welstead..........8,000
CHRYSTIE ST, s e s, 75 ft n e of Hester St, 25x100; William G. Burdick and others to Otto W. Doll..........1
CHRYSTIE ST, e s, 75 ft n of Hester St, 25x100; Charles Doll and others to Otto W. Doll..........10,886
CHRYSTIE ST, e s, 75 ft n of Hester St, 25x100; Caroline C. Doll and others, by guardian, to Otto W. Doll..........222
EAST HOUSTON ST, 186, 25x58.6x26.5x50; Elizabeth Lichtenberger to Leopold Leyersohn..........15,575
FRANKLIN AV, n w corner of 169th St, 108.10x45x—x28.7; Mary E. Wood and another to Evelyn H. White..........6,500
JACKSON AV, e s, 118.10 ft s of 166th St, 20x77.9; Caroline Bechmann to Solomon Schuler and others..........1
LOT 145, Block D, amended map of Hudson P. Rose; Frank W. Gordon and others to W. H. Parker..........2,600
LOTS 297, 328 and 296, map part of Hunt estate; Ellen S. Lowen and others to Arthur H. Murphy..........1
LOT 269, Block G, map of Mapes estate; Hudson P. Rose and wife to Matilda L. G. Buhler..........440
LOTS 529, 530, 531, 409, 410, 416, 417, 462 to 467, map of Arden property; Cameron L. Macdonell to Allan G. Macdonald
LOTS 267 and 268, map of amended Hudson P. Rose, Mapes estate; Hudson P. Rose and wife to Dominico Caracciola..........860
LOT 347, Block J, amended map Mapes estate; Hudson P. Rose and wife to John Miller..........1
LOT 342, Block I, amended map Mapes estate; Hudson P. Rose and wife to John A. Wilkie and another..........1
LOT 350, Block J, amended map Mapes estate; Hudson P. Rose and wife to Frederick Voelker and another..........1
LOT 168, map of Van Nest Park; Ephraim B. Levy to Peter Walsh and wife..........500
LOT 331, Block I, amended map Mapes estate; Hudson P. Rose and wife to James J. Cahill..........1
LOT 261, Block G, amended map Mapes estate; Hudson P. Rose and wife to Patrick Victory..........1
LOTS 383 and 384, Block L, amended map Mapes estate; Hudson P. Rose and wife to Patrick T. Quinn..........1
LOT 368, Block K, amended map Mapes estate; Hudson P. Rose and wife to Richard Walsh..........1
LOT 380, Block L, amended map Mapes estate; Hudson P. Rose and wife to Bridget Kearney..........1
ORCHARD ST, 164 and 166, 25x87.6; Harris Mandelbaum and others to Barnet Levin and another..........39,350
PROSPECT AV, w s, 25.3 ft n of 156th St, 24.9x95.5x24.9x95.5; also, Prospect Av, w s, 125.1 ft n of Dawson St, 25x104.9x20x103.11; Edward A. Bell and wife to James Meehan and another..........100
PLOT 1,010, map of Jumel estate, n of 159th St; John F. McClain and wife to Clark Bell..........1
PIKE ST, 50, w s, 26.10x85.11x27x85.11; Mary A. Schoahardt and others, by guardian, to Abraham Stern..........17,000
PIKE ST, 50, w s, 26.10x85.11x27x85.11; Abraham Stern to Hyman Cohen..........1
PROSPECT TERRACE, s w corner of 13th St, 25x100; Joseph E. Butterworth and wife to Annie M. J. Muller..........4,500
WATER ST, 647, s s, 16.8x70; Annie Forrest to R. J. Kanter..........5,000
WOOSTER ST, 203 and 205, w s, 49x100; Amos F. Eno and others, executors, to Adolph M. Bendheim..........56,000
2D AV, e s, 80.11 ft s of 125th St, 20x80; Callaghan McCarthy and wife to Josephine Mussott..........9,900
3D AV, e s, 101.11 ft s of 174th St, 75x100; Ernst-Marx-Nathan Company to Josephine Gallo..........14,250
4TH ST, n s, 305 ft w of 4th Av, 25x114; Ida B. Lamphear to Charles H. Bauchler..........4,000
5TH AV, 1,339, e s, 25.3x96; Oscar T. O'Neil and wife to John Kloter..........27,000
31ST ST, n s, 231.3 ft e of 7th Av, 19.5x125.8x29.1x125; Franziska Wagner to Joseph Wermert and another..........22,000
51ST ST, 303 East, 16.9x65; Robert L. Knaggs and wife to Adelgunda Weissmann..........8,000
52D ST, n s, 100 ft e of Lexington Av, 17x100.5; John Z. Gifford to Benjamin Hawker..........8,600
55TH ST, n s, 193.9 ft e of 2d Av, 18.9x100.5; Pepe Rosenweig to August E. Hobein and wife..........7,550
100TH ST, s s, 123.3 ft w of Park Av, 100x100.11; George W. Arthur to Louis Lippman and another..........38,000
106TH ST, n s, 100 ft w of 1st Av, 25x100.11; Benjamin Croner to Hattie B. Croner..........1,250
106TH ST, n s, 100 ft w of 1st Av, 25x100.11; Benjamin Croner and wife to Ira L. Bamberger..........1,250
120TH ST, n s, 175 ft e of 3d Av, 20x100.10; John Ammon and others to Thomas F. Murtha..........10,750
131ST ST, s s, 100 ft e of New Boulevard, 25x99.11; Boulevard, e s, 25 ft s of 131st St, 25x100; 131st St, s s, 125 ft e of New Boulevard, 25x99.11; Thomas Kirkpatrick and wife to Fannie E. D. Story..........20,000
131ST ST, s s, 100 ft e of Boulevard, 50x99.11; Eliot Gorton and wife to James Kilpatrick..........100
132D ST, 32 West, 25x99.11; Hartford Maginess to Barbara J. Davis..........1
135TH ST, n s, 225 ft e of St. Ann's Av, 25x100; Albert Rothermel to Thomas J. Warren..........4,000
135TH ST, n s, 331.6 ft w of Willis Av, 50x100; Henry Muller and wife to John Boehling..........1
158TH ST, s s, 400 ft w of Elton Av, 21x200; Martin Metzger and wife to James A. Simpson..........19,500
169TH ST, n e s, 154 ft s e of Stebbins Av, 37.6x107.10; Edward A. Bell and wife to James Meehan and another..........1
180TH ST, n s, 45 ft w of Park West, 20x88.7x20x86.11; Charles H. Thornton and others to Joseph Trapnell..........1
180TH ST, 670 East, 16.8x95; Charles H. Thornton and others to Joseph Trapnell, Jr...........1

Recorded Leases.

ALUSSI, Oreste, as rector, &c., to Giuseppe Lippi and another; 36 to 40 New Bowery and 28 Roosevelt St, 3 years..........$7,440
BIRNBAUM, Samuel, to Isidor Steinberg; 202 Eldridge St, 3 years..........2,890
HERMAN, Simon, and another to Joseph Weintraub; 88 and 90 Bowery, 5 years..........3,000
HELLER, Bertha, to Fabian Markowitz; 179 and 181 Madison St, 3 years..........5,650
KOPPER, Margaret G., individually and as trustee, to Charles Rovatzos; 188 East 125th St, 2 years..........1,350
LAVIN, Edward, and another to Arthur A. Whitcombe; Bear Swamp Road, w s of Morris Park Hotel, 3 years..........540
MAYER, Isaac, to Henry Heymann; 1,468 Madison Av, s w corner of 101st St, 1 year..........960
9TH ST, 118.11 ft e of Broadway, 25x93.11; trustees of Sailors' Snug Harbor to Sarah J. Raynor, 21 years..........950

Recorded Mortgages.

AHNEMAN, Charles E., and others to Simon Sawter; e s of Bailey Av, Lot 81, map of land of William O. Giles, West Farms, 3 years..........$1,000
BACHRACH, Louis, to Abram Bachrach; n e s of 2d St, 80 ft s e of Avenue A, demand..........20,000
BURNS, Mary C., to Hudson P. Rose; Lots 370 and 371, Block K, amended map of Mapes estate, West Farms, 3 years..........471
BURCHILL, Susan A., to Catherine York; 433 East 117th St, 5 years..........4,000
BILHOEFER, Anna W., to Katharina Gass; s e corner of Avenue B and 14th St, Unionport, 2 years..........200
BRABAUDT, Henry, and Frederick Emigholz, to Rudolph Schildt; 535 and 537 East 83d St, 3 years..........4,500
BENDHEIM, Adolph M., to the executors of Amos R. Eno; w s of Wooster St, 185.9 ft n of Bleecker St, 1 year..........33,750
BENDHEIM, Adolph M., to the executors of Amos R. Eno; w s of Wooster St, 173.6 ft n of Bleecker St, 1 year..........11,250
COHEN, Hyman, to Abraham Stern and another; 50 Pike St, 1 year..........3,700
CARRAGHER, James E., to Frank Carragher; 61 West 11th St, 6 years..........10,000
CAHILL, James J., to Hudson P. Rose; Lot 331, Block S, amended map of Mapes estate, 3 years..........276
DILLON, Edward F., to Emigrant Industrial Savings Bank; n s of 84th St, 75 ft e of 2d Av, 1 year..........4,000
DAVIDSON, Solomon, to the Irving Savings Institution; s w corner of Lexington Av and 80th St, 3 years..........35,000
DOLL, Otto W., to Gustavus A. Orth and another, executors, &c.; s e corner Chrystie St, 75 ft n e of Hester St, 3 years..........4,000
EICKWORT, Louis, to Susan Odell, and others, executors, &c.; s s 182d St, 50.4 ft w of Hughes Av, also s s of 182d St, 67.10 ft w of Hughes Av, (2 mortgages), 3 years..........5,000
FELT, Emily L., to the Germania Life Insurance Company; n s of 115th St, 190 ft w of Park Av, 1 year..........64,000
FRANKLIN, Benjamin, to Thomas Case; 24 West 118th St, 1 year..........1,500
FELDMARK, Bertha, to Margaret B. Bininger; 177 East 93d St, 5 years..........20,000
FELDMARK, Sender, to George G. De Witt and another, trustees; 175 East 93d St, 5 years..........20,000
FALVEY, Frank A., to Caroline L. Langbein; w s of Ryer Av, 295.1 ft n of Burnside Av, 3 years..........1,500
FITZSIMMONS, James M., to Emigrant Industrial Savings Bank; w s of 2d Av, 26 ft n of 98th St, 1 year..........10,000
GALLO, Josephine, to Ernst-Marx-Nathan Company; e s of 3d Av, 101.11 ft s of 174th St, 1 year..........14,250
GOODMAN, Urry, to Edmund A. Hurry; Stanton St, s e corner of Attorney St, 5 years..........48,000
GOODMAN, Urry, to Rachel Mamlock and others, executors, &c.; s s of Stanton St, 25 ft e of Attorney St, 5 years..........29,000
GLOCK, Frederick, to Ernestine M. Katsch; s w s of 20th St, 505 ft n w of 7th Av, 5 years..........8,000
HEILBRUN, Joseph, to Catharine Foester; w s of Avenue D, 25 ft s of 6th St, 5 years..........2,000
HEILBRUN, Joseph, to Charles Scholle; w s of Avenue D, 25 ft s of 6th St, 5 years..........9,000
HAGEMANN, Emilhardt, and another, to Rudolph Brojer; w s of Unionport road, 50 ft s of Grant Av, 3 years..........2,200
HUNTER, Linnaeus J., to Frederick Hildebrandt; n s of 31st St, 280 ft w of 2d Av, 7 years..........14,000
INDORF, Jacob, to John Blohme; s e corner of Lexington Av and 109th St, 5 years..........9,300
JONES, John W., to Marie J. Myers; 38 Perry St, 3 years..........1,000
KLOTER, John, to Oscar T. O'Neil; 1,339 5th Av, installments..........5,000
KILPATRICK, James, to Caroline E. Robert; s s of 131st St, 100 ft e of Boulevard, 1 year..........15,000
KENDALL, David R., to United Savings Bank; n s of 113th St, 380 ft w of Boulevard, 2 years..........17,500
LIPPMANN, Louis, and Otie S. Brownson to German Real Estate Title Guarantee Company; s s of 100th St, 123.3 ft w of Park Av, demand..........32,000
LEVIN, Barnet, and Samuel Mandel to Harris Mandelbaum and another; 164 and 166 Orchard St, 1 year..........12,350
LINK, Annie, to Joseph Hesdorfer; 1 Goerck St, 3 years..........1,800
McCONNELL, Charles, to William H. Bormann; east ½ of Lot 227, map of Village of Mott Haven, 23d Ward, 3 years..........600
MILLER, John, to Hudson P. Rose; Lot 347, Block J, amended map of Mapes estate, 3 years..........300
MILLER, Peter B., to William E. Thorn; Lot 128, map of 339 lots at Riverdale and Mosholu of F. P. & H. A. Forster, 5 years..........2,000
MUSSOT, Josephine, to Callaghan McCarthy; e s of 2d Av, 80.11 ft s of 125th St, 5 years..........8,010
McDONALD, Joseph S. and Eva, to Mattie P. Gray; n s of 3d Av, 438 ft e of White Plains Road, Wakefield, 5 years..........1,500
MULLER, Charles, to the Washington Trust Company, as committee; 325 East 90th St, 5 years..........8,000
MAYER, Mary and Herman, to Cecelia T. Lappine; s s of 185th St, 100 ft e of Park Av, installments..........850
O'LEARY, John, to the New York and Suburban Co-operative Building and Loan Association; w s of Stebbins Av, 325.4 ft n of 167th St, extends to Prospect Av, installments..........10,000
PRICE, Moses, to Sarah and Betsey Dinkelman; 58 Orchard St, 1 year..........1,750
PAPE, Margaretha, to Henry R. Murray; w s of Brook Av, 125 ft n of 170th St, 3 years..........1,550
POOLE, Florence B., to George E. Poole; n s of 87th St, 150 ft e of West End Av, 1 year..........10,000
QUINN, Patrick T., to Hudson P. Rose; Lots 383 to 384, Block L, amended map of Mapes estate, 3 years..........600
SCHWIND, William, to Irving Savings Institution; 315 to 321 Avenue A, 3 years, (four mortgages)..........22,000
SCHWIND, William, to Irving Savings Institution; 444 East 20th St, 3 years..........4,000
STEVANE, Albert, and others to Eberhardt Schmidt; 260 Delancey St, installments..........2,500
SULZER, Elisa and Charles, to Marie Eichler; e s of Jerome Av, 94.7 ft n of 213th St, 1 year..........3,000
SEXTON, Peter, to Thomas Johnston; e s of Washington Av, 25 ft s of 174th St, 3 years..........500
SCOTT, Martha, to James McClenahan and others, trustees; s s of Terrace Place, 56.6 ft s w of Findlay St, 3 years..........3,000
SIMPSON, James A., to Martin Metzger; s s of 158th St, 400 ft west of Elton Av, 1 year..........14,300
STERN, Abraham, to Frederic J. Middlebrook; w s of Pike St, 78.1 ft north of Monroe St, 1 year..........13,000
STERN, Abraham, to Frederic J. Middlebrook; w s of Pike St, 78.1 ft north of Monroe St, 1 year..........2,000
TRAPNELL, Joseph, Jr., to Charles H. and Edward A. Thornton; 667 East 180th St, 1 year..........500
TRAPNELL, Joseph, Jr., to Charles H. and Edward A. Thornton; 670 East 180th St, 1 year..........500
VICTORY, Patrick, to Hudson P. Rose; Lot 261, block G, amended map of Mapes estate, 3 years..........[illegible]
WILSON, Katharine V., to Estelle D. Weekes; 790 to 794 Greenwich St, 1 year..........2,500
WEINHEIMER, Jacob, to Dry Dock Savings Institution; s s of 148th St, 300 ft east of Brook Av, 1 year..........10,000
WEINHEIMER, Jacob, to Dry Dock Savings Institution; s s of 148th St, 325 ft east of Brook Av, 1 year..........10,000
WERMERT, Joseph, and Margaret to Franziska Wagner; n s of 31st St, 231.3 ft east of 7th Av, 3 years..........14,000
WEBER, Adolph, and wife to George Ehret; e s of Willis Av, 25 ft n of 145th St, 1 year..........1,000

Assignments of Mortgages.

BLANCK, Thomas J., and another, executors, &c., to Margareth Demuth..........$10,250
BUTLER, Jacob D., to Frederic J. Middlebrook..........20,000
BURTON, Edward V., to Allan G. Macdonell..........Nom.
ERNST-MARX-NATHAN COMPANY to Title Guarantee and Trust Company..........14,250
GOLDSMITH, Lewis, as trustee, to Phebe Fridenberg..........3,000
HEMENWAY, Charles R., to David F. Wright..........1,000
HARTMAN, Emma, to Charlotte J. Mead..........2,000
HUTTER, Leopold, to Franz Backhaus..........2,500
KAUFMANN, Abraham, to Julia Meade..........3,000
KISSAM, Benjamin A., and another, trustees, to Anne K. Hays..........Nom.
LINCK, John M., to George Stark..........1,250
LINDLEY, Mabelle, to George A. Morrison and others, executors..........7,000
MITTAG, Henry W., to Ella Bernhard..........609
ROBERT, Caroline E., to Frederic J. Middlebrook..........15,000
TOUCEY, Carrie H., to Isabella J. S. Armstrong..........20,000
TITLE GUARANTEE AND TRUST COMPANY to Caroline W. Sebille..........7,000
THE WASHINGTON LIFE INSURANCE Company to James Walsh and another..........22,500
THE WASHINGTON LIFE INSURANCE Company to H. A. Sutphen..........10,000
THE METROPOLITAN IMPROVEMENT Company to John Denner..........16,000

Mechanics' Liens.

UNIVERSITY PLACE, 60; Henry Truberg & Son against Leopold R. Treu, owner and contractor..........$400
4TH ST, 32 and 38 East; Thomas G. Knight against Ida B. Lamphear, owner; Frederick D. Crowley, contractor..........275
36TH ST, n s, whole front from Broadway to 6th Av, 159.4x105.9x197.2x48.9; German-American Tile Company, by Maurice D. Barry, as receiver, against Edward H. Van Ingen, owner; Edward Morrison, contractor..........880
66TH ST, 32 West; Willard H. Gleason against Martin Barron, as contractor..........88
134TH ST, n s, 525 ft e of St. Ann's Av, 75x100; David McNeill against Mark E. Stevens, owner; Theodore G. Stein, contractor..........90

BUILDING LOAN CONTRACTS, CHAPTER 418, LAWS OF 1897.

ORCHARD ST, 164 and 166; Harris Mandelbaum and Fisher Lewine, with Barnet Levin and Samuel Mandel, 7 payments..........16,000
146TH ST, s s, 243.10 ft e of Railroad Av, East, 50x95; Enoch C. Bell, with Andrew Kitchen; 13 payments..........$13,500

Lis Pendens.

BROADWAY, or King's Bridge Road, e s of Plot 49, map of 128 acres, part of Isaac Dyckman, Fort George, property, 50x183.8x53.3x202, 12th Ward; Max Marx against Joseph E. Marx and others, (partition;) attorneys, Wise & Lichtenstein.
BROOK AV, w s, 89 ft n of 3d Av, —x—; Department of Buildings against Louis W. Lamprecht and others, (violation of building laws;) attorney, E. Otterbourg.
RUTGERS PLACE, n s, 52.6 ft w of Clinton St, 26x110; Maria Kantorowicz against Isaac Wolf and others, (reformation of mortgage, &c.;) attorney, E. Cohn.
RENWICK ST, 18; the Mutual Life Insurance Company against Edgar W. Youmans and another, (foreclosure of mortgage;) attorneys, Russell & Percy.
RUTGERS PLACE, 21, n s, 78.6 ft w of Clinton St, 26x110; Maria Kantorowicz against Isaac Wolf and others, (foreclosure of mortgage;) attorney, E. Cohn.
ST. NICHOLAS AV, s w corner of 118th St, 30.2x49.9x25.11x34; also, 6th Av, n e corner of 112th St, 25.5x75; Schuyler V. Hamilton and others, by guardian, against Edmund L. Baylies and others, (partition;) attorney, G. W. Dunn.
WEBSTER AV, s e corner of a proposed street, 30 ft wide, extending from Webster to Alexander Avs, 50x75; Jacob Bartscherer against Agnes Hart and others, (foreclosure of mortgage;) attorneys, Merrill & Rogers.
WOOSTER ST, 141 to 145; Alonzo B. See against Leopold R. Treu and others, (foreclosure of mortgage;) attorneys, Phillips & Avery.
4TH ST, n s, 64.3 ft e of Avenue C, 18x72; Henry P. Botty against Samuel Greenfeld and others, (foreclosure of mortgage;) attorney, F. A. Botty.
5TH AV, n e corner of 21st St, 195.3 ft to Broadway x44.1x irreg. to Av x62.4; United States Mortgage and Trust Company against the Bonfils Improvement Company and others, (foreclosure of mortgage;) attorneys, Davies, Stone & Auerbach.
57TH ST, n s, 130 ft e of Park Av, 20x100.5; The Dry Dock Savings Institution against John B. McGeorge and others, (foreclosure of mortgage;) attorney, B. Wright.
69TH ST, s s, 25 ft west of Columbus Av, 18x100.5; 69th St, s s, 61 ft west of Columbus Av, 19x100.5; Germania Life Insurance Company against James McNiece and others, two actions, foreclosure of mortgage;) attorneys, Shipman, Larocque & Choate.
79TH ST, 156 East; Gustave Solomon against Morris Jacobs, (specific performance;) attorney, I. B. Ripinsky.
104TH ST, 227 East; Marie E. Jacobson against the Uptown Talmud Torah (Bible Study) Association and another, (foreclosure of mortgage;) attorneys, Wells, Waldo & Snedeker.
122D ST, 72 East; P. Lorillard Ronalds, Jr. against William and Jennie Lyman, (foreclosure of mortgage;) attorneys, Phillips & Avery.

THE NATIONAL SHARPSHOOTERS

Two Records Broken by the Experts —Rebham Leads on the Man Target.

Some remarkably fine shooting was recorded yesterday at the Glendale Park ranges, where the National Sharpshooters are holding their second triennial tournament and festival.

William Hayes of Newark, N. J., broke the record on the point target yesterday. He scored 373 points, which is two points better than the score made by Frederick C. Ross, the present "Sharpshooter King." Ross made as his best score 371. Hayes, in making his score, struck outside of the bull's-eye only four times.

J. G. Dillon of the Philadelphia Rifle Association succeeded in breaking the world's record for single shot on the point target by striking within four points of the exact centre. A. W. Hoffman, the Williamsburg sharpshooter, held the world's record for one day, having broken the record on Wednesday. He made within five points of the centre. The best previous record was six points from the centre.

On the man target John Rebham of Jersey City still leads with a score of 98. The National Sharpshooters' prize for the event is $200 in cash.

Dr. William H. Taylor of Pittsburg and Joseph Singer of San Francisco are tied with a score of 47 each on the standard target. The honor target showed A. S. Hills, Jr., of Hartford, Conn., leading with a score of 67 at the close of the day.

The following men secured prizes yesterday:

Silver Medals—John Dillon, W. M. Farrow, Richard Hattermann, J. R. Miller, Edward Travis, William Daniels, A. Druve, Julius Goetz, G. Homminghauser, L. W. Joseph, Reno Maser, E. F. Richter, C. F. Zettler, Louis Ittel, George Schlicht, and J. F. Thoelke.

Silver cups were awarded to Ernest Fischer, Emil Berkman, R. Busse, Arnold Moser, C. J. Zittler, and N. Enders.

Gold medals were awarded to Ignatz Martin, C. Maurer, C. Kick, and William Roeber.

GAIN BY ADVERTISING.

A Dry Goods Firm in Denver Doubles Its Business.

From The Denver (Col.) Republican.

One Denver firm has been investigating the merits of advertising. A careful account has been kept, and, with $250 investment each month, the business has shown an increase from 100 to 163 per cent. over corresponding months last year, when no newspaper advertising was done.

This has been the experience of the dry goods firm of Fishel Brothers & Wise, 1,530 Lawrence Street. Previous to last January the firm did not advertise. Since they have placed advertisements in The Denver Republican and one other newspaper, spending not to exceed $250 a month altogether.

The result has been that their business has been more than doubled. They have been forced to employ twice the number of clerks, and, while they have not materially increased their stock, they have turned the goods very rapidly.

A comparison of the business so far this year with the corresponding months last year shows the following great increases: January, 112 per cent.; February, 144 per cent.; March, 163 per cent.; April, 109 per cent.; May, 100 per cent.; June, 116 per cent. Last month the firm did the largest business in its history—2 per cent. larger than during March and June of 1897 combined. The increase in business for the six months of this year over the first six months of 1897 was 123 per cent., and over the first six months of 1896 148 per cent.

Mr. Fishel, the senior member of the firm, said that the great increase had been solely due to the advertisements. "At no time," said he, "have we spent quite $250 a month; the results have been far beyond those we expected. Previous to last January we did not believe that advertising paid."

Lieut. George Byram's Pluck.

From The Denver (Col.) Republican, July 2.

Mrs. Byram, wife of First Lieut. George Byram of Company K, First United States Cavalry, received a telegram yesterday afternoon from Capt. W. S. Scott of Tampa, Fla., stating that her husband was more seriously wounded in the engagement at Santiago than was at first reported.

It was just one week ago Thursday that Lieut. Byram was wounded, and thus far Mrs. Byram has received no more definite information from her husband than that received yesterday, which stated that he was more seriously wounded than his men thought when they carried him from the field. The letter also stated that Lieut. Byram and Col. Bell, the squadron commander, were at the front during the entire engagement, during the first part of which Byram was wounded but fought bravely on until he fainted and had to be carried off the field.

Mrs. Byram states that she believed the wound must have been a serious one, causing a great loss of blood, which caused him to faint during the fight. She further stated that just before he left for the front he took an extra physical examination and was pronounced to be in good condition.

Mrs. Byram comes from a family skilled in the art of war. Her forefathers fought in the Revolution, and her grandfather lost two of his limbs while fighting in the civil war.

One-third of a Class in the Army.

From The Boston Journal.

Of the forty-one young men who were graduated this year from the University of Maine, fourteen had enlisted and received their diplomas at Chickamauga. This is a splendid record—one-third of a class in the country's service.

REAL ESTATE AT AUCTION.

DESPITE THE INCLEMENCY OF THE WEATHER OVER 600 LOTS WERE DISPOSED OF AT THE AUCTION SALE ON JULY 4, BY ORDER OF THE DEVISEES OF JANE ROBERT, DECEASED.

The Balance of the

JANE ROBERT ESTATE

EXTENDING FROM 18TH TO 22D AV. AND 66TH TO 73D ST., 30TH WARD, BOROUGH OF BROOKLYN, WILL BE SOLD AT

PUBLIC AUCTION,

SATURDAY, JULY 9TH,

AT 1 O'CLOCK ON THE PREMISES. THE LOTS REMAINING INCLUDE MAGNIFICENT FRONTS ON BOTH 18TH AND 22D AVS.

80% on Mortgage at 4½%

TITLES INSURED. NO RESTRICTIONS. COMPLIMENTARY PASSES.

MAPS AND PARTICULARS FROM ROBERT & WHITEMAN, ATTORNEYS FOR THE DEVISEES, 182 NASSAU ST., NEW YORK, OR JERE. JOHNSON, JR., CO., 169 BROADWAY, NEW YORK, AND 189 MONTAGUE ST., BROOKLYN.

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read
REAL ESTATE,

10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

MONEY TO LOAN ON BOND AND MORTGAGE AT 4, 4½, AND 5 PER CENT. THOMPSON & PALEN, 55 LIBERTY ST.

HOTELS.

FIFTH AVENUE HOTEL,
Madison Square, New York.
AMERICAN AND EUROPEAN PLANS.
The most famous representative hotel in America. New as the newest. Always fresh and clean. The location on Madison Square is the finest in the city.
HITCHCOCK, DARLING & CO.,
Cable Address "Fifth." Proprietors.

APARTMENTS TO LET—UNFURNISHED

A FEW CHOICE LIGHT APARTMENTS; RENTS, $750 TO $1,200.
PORTSMOUTH AND HAMPSHIRE
38 TO 50 WEST 9TH ST.
Also apartments of two and four rooms and bath, suitable for bachelor or gentleman and wife; Rents, $360, $600.
All-night elevator service; steam heat.
E. A. CRUIKSHANK & CO., 141 Broadway.

MACHINERY.

GAS and kerosene engines; Mietz & Weiss are cheapest power known; ½ cent per horse-power per hour; patented all countries. 128-132 Mott St.

FURNISHED ROOMS.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 93d St. L. station and Central Park. Address S. E., Box 191 Times Office.

SITUATIONS WANTED—FEMALES.

Cooks.

COOK.—A lady leaving town would like to secure a place for her cook, whom she can highly recommend. Apply, Friday, between 10 and 1, at 105 East 25th St.

Nurses.

NURSE.—By respectable woman who has experience in hospital nursing would wait on an invalid lady. L., Box 327 Times Up-town Office, 1,269 Broadway.

Seamstresses.

SEAMSTRESS.—By thoroughly competent seamstress; does finishing on dresses, repairing, alterations, and also all kinds of family sewing; city or country. Huth, 852 Columbus Av.

Waitresses.

WAITRESS.—By first-class waitress in private family; understands carving, wines, and salads. 172 West 72d St.

SITUATIONS WANTED—MALES.

Coachmen.

COACHMAN.—Competent; who thoroughly understands his business in all its branches; twelve years' first-class city references from two best families. S., 127 West 46th St.

COACHMAN.—Single; superior recommendations; irreproachable character; temperate; obliging; trustworthy; willing; useful; go anywhere. 246 West 36th St.

COACHMAN.—Thoroughly competent in his work; best references; city or country. Wright, 336 East 66th St.

Useful Men.

USEFUL MAN.—By young, willing man on a gentleman's country place; takes care of horses. A. O., Box 194 Times.

Miscellaneous.

FARM MANAGER.—As farm manager by a first-class, up-to-date farmer; married; small family; excellent references. R. Myers, Sayville, L. I.

PORTER, &c.—By a German-American, 32, strong and sober, work as porter or any inside work. H. Sehlmeyer, 204 Middleton St., Brooklyn.

UPHOLSTERER.—Mattresses remade at residences, $1.50; two for $2.70; Manhattan same. Fraser, 129 Gold St., Brooklyn.

HELP WANTED—FEMALES.

COOK.—A good cook. Call, between 10 and 12 Friday, at 18 East 31st St.

HELP WANTED—MALES.

WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

BICYCLES.

'98 Ramblers

ARE THE BEST BICYCLES ANY ONE EVER MADE.
The price, $60.
"THE HIGH GRADE PRICE THAT'S FAIR."
1898 Ideals, $40.
OTHERS.... ....CHEAPER
GORMULLY AND JEFFERY MFG. CO.
[illegible] EIGHTH AVE., Near 58th St.
Lexington Cycle Co., Agents,
Lexington Av. and 81st St.

THE MANHATTAN RAILWAY.

Proposed Change in Motive Power Has Not Been Abandoned.

The Manhattan Railway Company's proposed change of motive power to electricity was handled in a variety of ways by the rumor-mongers of Wall Street yesterday. George J. Gould's departure for Europe before definite action was taken in this matter was interpreted by some as indicating an indefinite postponement of the promised improvement. Other officers of the Manhattan Company said that in the absence of the President they had no authority to discuss the matter, but they were confident that the Manhattan management had not abandoned the idea of equipping the lines with the electric power.

An unofficial statement was made by one of the Manhattan Railway Company's Directors that a contract had been practically closed with the General Electric Company for the installation of the new motive power. The work of preparation, it was said, is already under way, and the change will be made as soon as possible after President Gould's return in August. The Manhattan management has figures which show that a saving of $1,000,000 per annum in operating expenses can be effected by the substitution of electricity for steam power.

McDonald Sentenced to Die.

Michael McDonald, who was convicted last week of murder in the first degree, was sentenced by Justice Fursman yesterday to death in the electric chair at Sing Sing in the week of Aug. 22. His counsel, Ambrose H. Purdy, made an appeal for a new trial, but the motion was denied. McDonald asked leave to talk, and said that he thought he ought to have a new trial, and he wanted other counsel. Justice Fursman told him he had been ably defended. McDonald shot and killed Stephen Titus in the Eastman slaughter house, at Fifty-ninth Street and Eleventh Avenue, on March 11. They quarreled over $2.

SUMMER RESORTS.

Adirondacks.

ADIRONDACK TIME TABLE.

LEAVE GRAND CENTRAL STATION FOR SARANAC LAKE and LAKE PLACID,

8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.

FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:30 P. M., 7:30 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H., for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:18 A. M. over Adirondack Division N. Y. C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

RUISSEAUMONT. T. E. KRUMBHOLZ.—Lve N. Y. C., G. C. S., 8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

STEVENS HOUSE. Lve. N. Y., G. C. S., 8:33 AM., 7:40 PM; ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

LAKE PLACID HOUSE. G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 & 11:30 AM.

PAUL SMITH'S, N. Y.

PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:30 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND. Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

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ELBERON, N. J.
This unique Summer resort opens for the season Saturday, June 11th. For rooms and particulars address J. V. JORDAN.

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ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

LEGAL NOTICES.

THE PEOPLE OF THE STATE OF NEW York, to all persons interested in the estate of J. H. JOHNSTON & COMPANY, assigned to Arthur H. Masten and John R. Keim, for the benefit of creditors, send greeting:

You and each of you are hereby cited and required personally to be and appear at a Special Term of the Supreme Court of the State of New York, to be held at Part I. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the third day of August, 1898, at 10:30 o'clock A. M., there and then to show cause why a final settlement of the accounts of Arthur H. Masten and John R. Keim, as assignees of the above-named J. H. Johnston & Company, insolvent debtor, should not be had, and if no cause be shown, then to attend the final settlement of the assignees' accounts.

In testimony whereof, I have hereunto caused the seal of the said Supreme Court of the State of New York to be hereunto [L. S.] affixed. Witness, Hon. Charles H. Van Brunt, Presiding Justice of the said Supreme Court, First Department, this 16th day of June, 1898.

WM. SOHMER, Clerk.

GEORGE L. NICHOLS, Attorney for Assignees, 49 Wall Street, Borough of Manhattan, City of New York. je17-1aw6w&jy29F

IN PURSUANCE OF AN ORDER MADE BY the Hon. Martin L. Stover, one of the Justices of the Supreme Court, on the 24th day of May, 1898, notice is hereby given to all creditors and persons having claims against LOUISA MARRI, lately doing business in the Borough of Manhattan, New York City, that they are required to present their claims, with the vouchers therefor, duly verified to the subscriber, the duly appointed Assignee of the said Louisa Marri, for the benefit of creditors, at the office of his attorney, HERMAN A. RUEBSAMEN, No. 320 Broadway, in the Borough of Manhattan, New York City, on or before the 18th day of August, 1898. CHARLES D. FOLSOM, Assignee.

HERMAN A. RUEBSAMEN, Attorney for Assignee, 320 Broadway, Borough of Manhattan, New York City. je3-1aw7wF

SUMMONSES.

SUPREME COURT, CITY AND COUNTY OF New York.—MARY NOEY CHANDON de BRIAILLES, plaintiff, against SARAH E. LOWTHER, Eliphalet N. Anable, Annie Schenck Anable his wife, James Stroud, Albert Symington as Trustee, Herbert T. Darling and George E. Conley, Martin Kelly, Henry L. Herbert and Gilbert I. Herbert, Park & Tilford, Michael O'Brien and Edward J. O'Brien, John W. Butler, Daniel R. Van Nostrand as surviving partner of Knapp & Van Nostrand, Robert J. Anderton, Arthur T. Shand, Albert H. Davenport, Gustave M. Rosenblatt, (doing business as New York Soap Works,) Thomas N. Dwyer, J. & J. W. Elsworth Company, Carlo Caspero, (otherwise Carlo Maspero), The Ulman Goldsborough Company, George M. Wright as assignee of Albert B. Hilton, Beinecke & Company, Alexander J. Perry, Rand McNally & Company, H. Koehler & Company, William A. Hunter and Ida L. Trimm, Standard National Bank of the City of New York, Charles A. Hess as assignee for the benefit of creditors of Solomon Sayles, Jacob Levine, The Knickerbocker Ice Company, Louis H. Hahlo as Receiver of Eliphalet N. Anable, a judgment debtor, and Willis H. Young and George H. Gerard, (trading as Young & Gerard), defendants.—In foreclosure.—Supplemental and amended summons.

To the above-named additional defendants, Willis H. Young and George H. Gerard, (trading as Young & Gerard), and the defendant James Stroud, and also the defendant Albert H. Davenport: You are hereby summoned to answer the amended complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this supplemental and amended summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New York, May 21st, 1898.

CHARLES STEWART DAVISON, Plaintiff's Attorney.

Office and Post Office address, No. 56 Wall Street, Borough of Manhattan, New York City.

To James Stroud and Albert H. Davenport, defendants: The foregoing supplemental and amended summons is served upon you and each of you by publication, pursuant to an order of the Hon. J. F. Daly, one of the Justices of the Supreme Court of the State of New York, dated New York, June 15th, 1898, and filed with the amended complaint in the office of the Clerk of the County of New York at the County Court House, in the (Borough of Manhattan), City and County of New York, on the 16th day of June, 1898. The verified amended complaint in this action having been filed in the office of the Clerk aforesaid on the 31st day of May, 1898.—Dated New York, June 17th, 1898.

CHARLES STEWART DAVISON, Plaintiff's Attorney.

Office and Post Office address, No. 56 Wall Street, Borough of Manhattan, New York City. je24-1aw7wF

SURROGATE NOTICES.

SCOTT, LEONARD.—The people of the State of New York, by the grace of God free and independent, to Eva S. Fenyes, Eva S. Fenyes, Trustee; Leonora S. Muse, James B. Scott, Charlotte J. Kitts, Matilda Martin, John Whitmore, Joel S. Whitmore, James Weeks, Carolina Perkins, Lavinia Chamberlan, Sarah A. Danover, Margaret A. Norcross, Caroline K. Day, Howard Scott, Willis Scott, Emma Scott, Rebecca W. Hobbs, William A. Scott, Joel C. Scott, Saida M. S. Palmer, Jewett Palmer, Lydia Cameron, Sarah A. Scott, and to all persons interested in the estate of LEONARD SCOTT, late of the City of New York, deceased, as creditors, next of kin, or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said City and County, held at the County Court House in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of The United States Trust Company, as administrator, with the will annexed, of the goods, chattels, and credits of said deceased, and such of you as are hereby cited as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the City and County of New York to be hereunto af- [L. S.] fixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said City and County, at the City of New York, the 25th day of June, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.

HORATIO C. KING, Attorney for Adm., &c., 375 Fulton St., Brooklyn, N. Y. jy8-1aw6wF

WOLFENSTEIN, CHARLES.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CHARLES WOLFENSTEIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Hays & Greenbaum, No. 35 Nassau Street, in the City of New York, on or before the 1st day of October next.—Dated New York, the 11th day of March, 1898. SAMUEL C. WOLFENSTEIN, SAMUEL BROOM, Executors. HAYS & GREENBAUM, Attorneys for Executors, No. 35 Nassau Street, New York City. mh11-1aw6mF

SURROGATE NOTICES.

BACON, SHERMAN J.—The people of the State of New York, by the grace of God free and independent, to Julia E. Griffing, Josephine Bennett, William Garritt, Jane A. Benson, Frances V. Garrard, William D. Marks, Myra McCrae, Edward Bacon, Ellen Bailey, Josephine Bacon, Porter Bacon, Ella Soulé, Frank Bacon, Carrie Bacon, Luther Gibbs, Martha Clark, Mary Kelsey, and Lester Gibbs, the heirs and next of kin of SHERMAN J. BACON, deceased, send greeting:

Whereas, Harriet A. Bacon of the City of New York has lately applied to the Surrogate's Court of our County of New York, to have a certain instrument in writing, relating to both real and personal property, duly proved as the last will and testament of Sherman J. Bacon, late of the County of New York, deceased, therefore, you, and each of you, are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the 2nd day of August, one thousand eight hundred and ninety-eight, at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. [L. S.] Witness, Hon. John H. V. Arnold, a Surrogate of our said County of New York, at said county, the 6th day of June, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.

WILLIAMSON & REYNOLDS, Attorneys for Petitioner, 26 Court Street, Brooklyn, New York. je10-1aw6wF

BARKER, ELIZABETH.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ELIZABETH BARKER, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Richard H. Mitchell, their attorney, No. 41 Park Row, in the City of New York, on or before the 1st day of September next.—Dated New York, the eleventh day of February, 1898. TARRANT PUTNAM, GEORGE A. BARKER, Executors. RICHARD H. MITCHELL, Attorney for Executors, 41 Park Row, N. Y. City. f11-1aw6mF

BLISS, LOUISA CATHERINE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against LOUISA CATHERINE BLISS, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 135 Front Street, in the City of New York, Borough of Manhattan, on or before the 1st day of December next.—Dated New York, the 25th day of May, 1898. ERNEST C. BLISS, Administrator. COUDERT BROTHERS, Attorneys for Administrator, 100 Broadway, New York City. my27-1aw6mF.

COUDERT, CHARLES.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CHARLES COUDERT, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 100 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of August next.—Dated New York, the 20th day of January, 1898. FREDERIC R. COUDERT, Executor. ja21-1aw6mF.

FLEISCHMANN, CHARLES.—The people of the State of New York, by the grace of God free and independent, to Louis Fleischmann, residing at 10 E. 73d St., N. Y. City; Josephine Bleier, residing at No. 40 E. 22d St., N. Y. City; The Comptroller of the City of New York, and to all creditors and to all persons claiming to be creditors of CHARLES FLEISCHMANN, late of the City of Cincinnati, County of Hamilton, State of Ohio, deceased, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogates' Court of said city and county, held at the County Court House in the City of New York, on the 15th day of July, 1898, at half-past ten o'clock in the forenoon of that day, then and there to show cause why ancillary letters testamentary on the last will and testament of Charles Fleischmann, late of the City of Cincinnati, County of Hamilton, and State of Ohio, should not be issued to Henrietta Fleischmann, Julius Fleischmann, and Max C. Fleischmann, the executors named in said last will and testament. And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogates' Court of the said City and County of New York to be hereunto [L. S.] affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said city and county, at the City of New York, the 20th day of May, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogates' Court.

C. BAINBRIDGE SMITH, Attorney for Petitioner, 94 Liberty Street, New York. my27-1aw6wF

DOUGHERTY, WILLIAM.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM DOUGHERTY, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at No. 220 Broadway, being the office of John A. & A. S. Mapes, in the City of New York, Borough of Manhattan, on or before the 26th day of September next.—Dated New York, the 17th day of March, 1898. MARY PERRY, Administratrix. JOHN A. & A. S. MAPES, Attys. for Adm'x., 220 Broadway, N. Y. City. mh18-1aw6mF

HAUG, JOHN C.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN C. HAUG, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Ullo, Ruebsamen, Higginbotham & Fischer, 320 Broadway, in the Borough of Manhattan, New York City, on or before the 15th day of December next.—Dated New York, June 10th, 1898. CHRISTIAN CHARLES HAUG, FREDERICK LUDWIG HAUG, HENRY J. SCHUMACHER, Executors. ULLO, RUEBSAMEN, HIGGINBOTHAM & FISCHER, Attorneys for Executors, 320 Broadway, Borough of Manhattan, New York City. ju10-1aw6mFri

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against Adolph Starke, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of transacting business, at the office of Lewis S. Goebel, their attorney, No. 41 Park Row, (Times Building,) in the Borough of Manhattan, in the City of New York, on or before the 15th day of October next.—Dated New York, the 2d day of April, 1898. LISETTE STARKE, Executrix. AUGUST L. STARKE, Executor. CHARLES P. STARKE, Executor. LEWIS S. GOEBEL, Attorney for Executors, 41 Park Row, New York City. ap8-1aw6mF

MILLER, BENJAMIN.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against BENJAMIN MILLER, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscriber, at her place of transacting business, the office of De Groot, Rawson & Stafford, No. 53 Broadway, in the City of New York, on or before the 10th day of September next.—Dated New York, the third day of March, 1898. JENNIE B. DEPEW, Administratrix. DE GROOT, RAWSON & STAFFORD, Attorneys for Administratrix, 53 Broadway, N. Y. City. m4-1aw6mF

MYERS, ALICE E.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALICE E. MYERS, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, No. 247 Broadway, in the City of New York, Borough of Manhattan on or before the 30th day of August, 1898, next.—Dated New York, the 10th day of February, 1898. JANE A. McKENNA, Temporary Administratrix. TOWNSEND, DYETT & LEVY, Attorneys for Administratrix, 247 Broadway, (Borough of Manhattan,) New York City. f11-1aw6mF

OWENS, WILLIAM W.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against WILLIAM W. OWENS, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 93 Nassau Street, in the City of New York, on or before the 15th day of September next.—Dated New York, the 10th day of March, 1898. WILLIAM W. OWENS, Jr., Administrator. JOHN T. SHERMAN, 56 Wall St. mh11-1aw6mF

RENAULT, CLEMENCE AUGUSTINE ALINE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CLEMENCE AUGUSTINE ALINE RENAULT, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Hotchkiss & Maddox, No. 35 Nassau Street, in the City of New York, on or before the 20th day of July next.—Dated New York, the 7th day of January, 1898. HENRIETTE RENAULT PICABIA, GEORGES RENAULT, Executors. HOTCHKISS & MADDOX, Attorneys for Executors, No. 35 Nassau Street, New York City. ja14-1aw6mF

TRACEY, GEORGE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against GEORGE TRACEY, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Rider & Smith, Nos. 27 and 29 Pine Street, in the City of New York, on or before the 1st day of October next.—Dated New York, the 10th day of March, 1898. JOHN J. KEAN, Executor. RIDER & SMITH, Attorneys for Executor, 27 and 29 Pine Street, New York City. mh11-1aw6mF

WANMAKER, WILLIAM H.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM H. WANMAKER, late of the City of New York, Borough of Manhattan, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, No. 153 East 85th Street, in the City of New York, on or before the tenth day of January, next.—Dated New York, the 26th day of June, 1898. LOUISE WANMAKER, Administratrix. HENRY D. HOBSON, Attorney for Administratrix, No. 130 Pearl St., New York, N. Y. jy1-1aw6mF

EXCURSIONS.

"AMERICA'S PLEASURE GROUNDS."

GLEN ISLAND

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, magnificent aviary, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte, "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE (Subject to Change)—STEAMERS LEAVE Cortlandt St. piers 8.45, 10.00, 11.00 A. M., 12.00 M., 1:30, 2.30, 3.30 P. M. So. 8th St., Brooklyn 9.05, 10.20, 11.20 A. M., 12.20, 1.50, 2.50, 3.50, P. M. East 22d St., 9.30, 10.45, 11.45 A. M., 12.45, 2.15, 3.15, 4.15 P. M. LEAVE GLEN ISLAND 11.00 A. M. for 22d St. and Cortlandt St., 12.00 M. 1.00 P. M. for Cortlandt St. only, 3, 5, 6, 7, P. M. for all landings. EXTRA BOATS SUNDAYS.
EXCURSION 40 CENTS,
Including Admission to all Attractions.

CONEY ISLAND.
CULVER ROUTE.
Brighton Beach Races.
From 39th St. (Brooklyn) Ferry,
Ft. Whitehall St. (Battery), N. Y.
Boats Connecting with Express Trains. No Stops.
Leave Daily, 7:00 (except Sunday,) 8:00, 9:00, 10:00, 11:00 (11:30 Sundays only,) A. M., 12:00 noon, (12:30 Sundays only,) 12:40 (except Sundays,) 1:00 and every 20 minutes thereafter until 10:40 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.
FARE 10 CENTS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex)...8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" New York, West 22d St. Pier.....9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

MANHATTAN BEACH.
Trains leave New York, foot 34th St., E. R.: Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10 and 10:50 P. M.
Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M.

LEHIGH VALLEY SYSTEM,
CHAUTAUQUA EXCURSION
JULY 8TH, Tickets good until Aug. 8.
$10 ROUND TRIP $10
Tickets and information at all L. V. R. R. offices.

Saturday Afternoon Excursion
TO WEST POINT
STEAMER MARY POWELL
leaves Desbrosses St. 1:45 P. M., W. 22d St. 2 P. M. RETURNING on any WEST SHORE RAILROAD TRAIN. This gives ample time to see DRESS PARADE, Government buildings, &c. FARE, round trip, $1.

REFEREES' NOTICES.

SUPREME COURT, COUNTY OF NEW YORK.—LOUIS P. MAHLER, plaintiff, against WILLIAM H. WARDWELL et al., defendants.

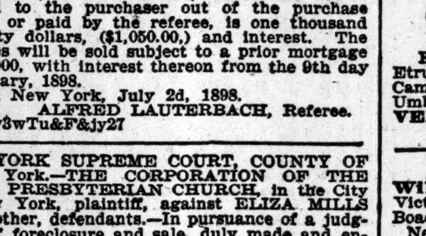
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date 28th day of June, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Salesrooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 28th day of July, 1898, at 12 o'clock noon, on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All those certain lots, pieces, or parcels of land situate, lying, and being in the City, County, and State of New York, bounded and described as follows, to wit: Beginning at a point on the northerly side of West One Hundred and Forty-fifth Street, distant two hundred and sixty-six feet and eight inches westerly from the northwesterly corner of West One Hundred and Forty-fifth Street and Amsterdam Avenue; running thence northerly parallel with Amsterdam Avenue and part of the distance through a party wall ninety-nine feet and eleven inches to the centre line of the block; running thence westerly parallel with West One Hundred and Forty-fifth Street, thirty-three feet and four inches; thence southerly and again parallel with Amsterdam Avenue ninety-nine feet and eleven inches to the northerly side of West One Hundred and Forty-fifth Street; and thence easterly and along the northerly side of West One Hundred and Forty-fifth Street, thirty-three feet and four inches to the point or place of beginning, be the distances and dimensions more or less.

Dated New York, July 2d, 1898.

ALFRED LAUTERBACH, Referee.

WILLIAM O'DONOGHUE, Attorney for Plaintiff, 175 Broadway, Borough of Manhattan, New York City.



145th St.

The approximate amount of the lien or charge to satisfy which the above described property is to be sold is Five thousand two hundred and sixty-one 66-100 dollars, ($5,261.66,) with interest thereon from 23d day of June, 1898, together with costs and allowances amounting to Three hundred and one 67-100 dollars, ($301.67,) with interest from 28th June, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens, which are to be allowed to the purchaser out of the purchase money, or paid by the referee, is one thousand and fifty dollars, ($1,050.00,) and interest. The premises will be sold subject to a prior mortgage of $30,000, with interest thereon from the 9th day of January, 1898.

Dated New York, July 2d, 1898.

ALFRED LAUTERBACH, Referee.

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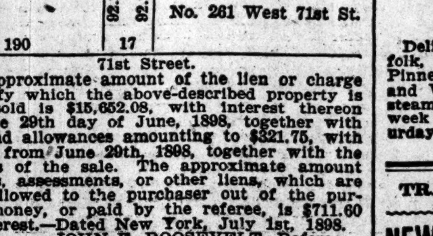
NEW YORK SUPREME COURT, COUNTY OF New York.—THE CORPORATION OF THE BRICK PRESBYTERIAN CHURCH, in the City of New York, plaintiff, against ELIZA MILLS and another, defendants.—In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the 29th day of June, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the Exchange Salesrooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 27th day of July, 1898, at 12 o'clock noon, on that day, by George R. Read, auctioneer, the premises directed by said judgment to be sold, and therein described as follows: All that certain lot, piece, or parcel of land situate, lying, and being on the northerly side of Seventy-first Street in the Borough of Manhattan, City of New York, bounded and described as follows, viz.: Beginning at a point on the northerly side of Seventy-first Street distant one hundred and ninety feet easterly from the northeasterly corner of Seventy-first Street and West End (formerly Eleventh) Avenue; running thence northerly parallel with West End Avenue and for part of the distance through a party wall, ninety-two feet and two inches; thence easterly and parallel with Seventy-first Street, seventeen feet; thence southerly again parallel with West End Avenue and for part of the distance through another party wall, ninety-two feet and two inches to the northerly side of Seventy-first Street, and thence westerly along said northerly side of Seventy-first Street, seventeen feet to the point or place of beginning.—Dated New York, July 1st, 1898.

JOHN E. ROOSEVELT, Referee.

EUGENE SMITH, Attorney for Plaintiff, 31 Nassau Street, N. Y. City.



71st Street.

The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $15,652.08, with interest thereon from the 29th day of June, 1898, together with costs and allowances amounting to $321.75, with interest from June 29th, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens, which are to be allowed to the purchaser out of the purchase money, or paid by the referee, is $711.60 and interest.—Dated New York, July 1st, 1898.

JOHN E. ROOSEVELT, Referee.

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PUBLIC NOTICES.

CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, 280 Broadway, July 5, 1898.

PUBLIC NOTICE is hereby given by the Commissioners of Taxes and Assessments that the Assessment Rolls of Real and Personal Estate in said City (Boroughs of Manhattan and the Bronx) for the year 1898 have been finally completed and have been delivered to and filed with the Municipal Assembly of said city, and that such Assessment Rolls will remain open to public inspection in the office of said Municipal Assembly for a period of fifteen days from the date of this notice.

Thomas L. Feitner, President; Edward C. Sheehy, Thomas J. Patterson, William F. Grell, Arthur C. Salmon, Commissioners of Taxes and Assessments.

INSTRUCTION.

THE ETHICAL CULTURE SCHOOLS, 109 West 54th St. 669 Madison Av. Kindergarten, Primary and Elementary Grades, High School, Kindergarten Normal Department. Examination for free scholarships Sept. 19th. JOHN F. REIGART, Supt.

The Ossining SCHOOL FOR GIRLS, Sing-Sing-on-the-Hudson. Miss C. C. Fuller, Prin. 31st year begins Sept. 21st.

The Misses Ely's School for Girls, RIVERSIDE DRIVE, 85th and 86th Streets, New York.

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.
PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world. Daily except Sunday.
Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" " West 22d St Pier.....9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.
Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.
On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect. Bicycles free. Horses and carriages taken. Descriptive folder mailed free.

Albany Evening Line.
The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

Hudson River Steamer Mary Powell.
Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

RAMSDELL LINE FOR NEWBURGH, CALLing at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N.R., 8:30; Sundays, 9 A.M.; 132d St., N.R., 9:30.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R.
Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday Excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight. Sundays, 9:30 A. M. and 12 midnight; week day steamers arrive in time for trains to Meriden, Hartford, Springfield, and points North.

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN TWIN-SCREW EXPRESS LINE
DIRECT TO PARIS, LONDON, HAMBURG
F. Bism'ck, July 28, 9 AM | F. Bism'ck, Aug. 25, 9 AM
A. Victoria, Aug. 11, 9 AM | A. Victoria, Sept. 8, 9 AM
Twin Screw Service, N.Y.—Hamburg Direct
Pretoria, July 9, 9:30 AM | Phoenicia, July 30, 2 PM
Patria, July 16, 3:30 P.M. | Pennsylvania, Au. 6, 9 AM
HAMBURG-AMERICAN LINE, 37 Broadway, N.Y.

AMERICAN AND RED STAR LINES
*NEW YORK—QUEENSTOWN—SOUTHAMPTON
NEW YORK—SOUTHAMPTON—ANTWERP.
The steamers performing these services are either British or Belgian.
Every Wednesday and alternate Saturday at noon.
*Berlin.........July 9 | *Chester.........July 23
Kensington.......July 13 | Friesland.........July 27
Noordland........July 20 | Southwark.........Aug. 3
INTERNATIONAL NAVIGATION COMPANY, Piers 14 & 15 North River. Office, 6 Bowling Green.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
ALL TWIN SCREW STEAMERS.
MOBILE..........July 9
MASSACHUSETTS..........July 16
MANITOBA..........July 23
MINNEWASKA..........July 30
MOHAWK..........Aug. 6
ALL MODERN STEAMERS, FITTED WITH BILGE KEELS, WHICH PREVENT ROLLING. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Majestic, July 13, Noon | Britannic, Aug. 10, Noon
Germanic, July 20, Noon | Majestic, Aug. 17, Noon
Cymric, July 27, Noon | Germanic, Aug. 24, Noon
Teutonic, Aug. 3, Noon | Cymric, Aug. 30.......
Saloon rates, $65 and upwards according to Steamer and accommodation selected; Second Cabin, $45.00 and upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00.
For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

ANCHOR LINE.
GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot West 24th St.
Furnessia, July 16, Noon | Anchoria, July 2, Noon
Ethiopia, July 23, Noon | Furnessia, Aug. 20, Noon
Cabin Passage, $50 and Upwards.
Second Cabin:
Furnessia, $37.50. Other steamers, $35.
Steerage Passage:
Furnessia, $24.50. Other Steamers, $23.50.
For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, agts., 7 Bowling Green.

HOLLAND-AMERICA LINE
FOR ROTTERDAM AND AMSTERDAM, VIA BOULOGNE-SUR-MER.
S. S. Maasdam, Saturday, July 16, 10 A. M.
THE NEW TWIN SCREW S. S. ROTTERDAM.
FIRST CABIN $80 AND UPWARD.
Sailing Sat., July 23, 10 A. M.
Moderate prices, great comfort, superior accommodations. Apply for handbook and terms to Gen. Pass. Agency, 39 Broadway, New York.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Etruria, July 9, 10 AM | Aurania, July 30, Noon
Campania, July 16, 2 PM | Lucania, Aug. 6, 9 A M
Umbria, July 23, 9 AM | Etruria, Aug. 13, 11 AM
VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

DIRECT LONDON SERVICE.
Wilsons & Furness-Leyland Line, Ld.
Victoria.........July 16 | Alexandra.........July 30
Boadicea.........July 23 | Winifreda.........Aug. 6
New 10,000-ton modern steamers. Superior accommodation for saloon passengers. Elegant music. Smoking and dining saloons.
SANDERSON & SON, Agents, 29 Broadway.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong;
Steamers leave San Francisco.
CITY RIO JANEIRO, via Honolulu......July 16
GAELIC, via Honolulu..........July 26, 1 P. M.
DORIC, via Honolulu..........Aug. 13, 1 P. M.
BELGIC, via Honolulu..........Sept. 3, 1 P. M.
PERU, via Honolulu..........Sept. 13, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

CANADIAN PACIFIC RAILWAY.
Intended steamship sailings from Vancouver
TO JAPAN AND CHINA:
EMPRESS OF INDIA.....Aug. 1, Oct. 10, Jan. 2
EMPRESS OF JAPAN..Aug. 22, Nov. 7, Jan. 30
EMPRESS OF CHINA..Sept. 12, Dec. 5, Feb. 27
Fast route to the Philippine Islands.
TO HONOLULU, FIJI AND AUSTRALIA:
WARRIMOO, July 28. AORANGI, Aug. 25.
Second cabin accommodations very low rates.
For freight and passenger rates apply 353 Broadway and 65 Wall St.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M.
W. L. GUILLAUDEU, Vice Pres't & Traffic Mgr.

TRAVELERS' GUIDE—RAILROADS.

NEW YORK, ONTARIO & WESTERN RY.
Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)
7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska. Parlor Cars.
9:15 A. M.—Mountain Express to Liberty and intermediate stations. Lake Kiamesha and White Lake. Parlor cars.
1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, and White Lake. Parlor cars.
3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk, Minnewaska, Kiamesha, and White Lake. Parlor cars.
6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago, (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.
TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."
NEW YORK CENTRAL & HUDSON RIVER R. R.
THE FOUR-TRACK TRUNK LINE.
9 HOURS TO NIAGARA FALLS.
All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.
Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:
8.30 A. M.—Daily, except Sunday, Famous EMPIRE STATE EXPRESS, LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M. Detroit 11:10 P. M. Train is limited to its seating capacity.
8.33 A. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL SPECIAL, daily, except Sunday—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.
8.45 A. M.—FAST MAIL—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.
9.40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday—For Catskill Mountains, Troy, Saratoga, Lake George, Green Mountains, and Montreal.
10.00 A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central; due Buffalo 8:40, Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.
10.30 A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.
1.00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL, Daily—For Columbus, Cincinnati, Indianapolis, St. Louis, and Chicago.
3.30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison, (West Point,) Poughkeepsie, Albany, Troy, and Saratoga.
5.00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Connects for Cincinnati, due 5:15 P. M., due Toledo 10:05 A. M., Chicago 4:00 P. M. Sleeping and parlor cars only.
6.00 P. M.—WESTERN EXPRESS, Daily—for Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.
6.25 P. M.—NORTHERN EXPRESS, Daily—for Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.
7.40 P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL EXPRESS, daily—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.
8.45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.
9.00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for points on Fall Brook, via Lyons, and for Rochester and Buffalo.
9.15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.
12.10 Night—MIDNIGHT EXPRESS. For Chicago, every night except Sunday nights. Sunday nights, Chicago sleepers leave at 9:15.
HARLEM DIVISION.
9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.
Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.
Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.
Baggage checked from hotel or residence by the Westcott Express Company.
EDGAR VAN ETTEN, General Superintendent. GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE R. R.
Trains leave W. 42d St. Station, N. Y., as follows and 15m. earlier from foot of Franklin St.:
A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.
B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.
1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.
1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.
C, 4:00 P. M. Daily, except Sunday, for Conton, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskills, and Albany.
C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.
6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.
6:30 P. M. Chicago and St. Louis Limited. Daily, for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.
8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.
A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station. A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.
Time Table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN
Stations in New York foot of Barclay and Christopher Streets.
VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.
8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.
10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars, Connecting at Buffalo with trains for Chicago and points West.
1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.
4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.
7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.
8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.
9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway; 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 285 Columbus Av., New York; 338 and 723 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.
Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD.
Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:
9.00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.
9.15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.
2.00 P. M.—Vestibuled limited—Fast mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland and Cincinnati. Dining Car.
7.30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.
9.15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.
TICKETS, LOCAL TIME CARDS, AND PULLMAN ACCOMMODATIONS at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK AND LONG BRANCH RAILROAD.
SUMMER SCHEDULE.
All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.
TRAINS LEAVE NEW YORK AS FOLLOWS:
From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.
From Foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.
From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.
From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, 3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.
Sunday trains do not stop at Ocean Grove and Asbury Park.
*Denotes express trains.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.
STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.
☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.
7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.
8:50 A. M. FAST LINE.—Pittsburg and Cleveland.
9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.
5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.
7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.
7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.
8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.
WASHINGTON AND THE SOUTH.
7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.
SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.
ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.
CHESAPEAKE & OHIO RAILWAY—4:50 P. M. daily.
FOR OLD POINT COMFORT and NORFOLK—7:50 A. M. week days and 7:40 P. M. daily.
ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train. Buffet Parlor Cars, Passenger Coach, and Combined Coach.
CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.
Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays, 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.
FOR PHILADELPHIA.
6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.
Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

Central Railroad of New Jersey
Anthracite coal used exclusively.
Four tracks. "Electro Pneumatic" Signals.
Stations in New York, foot of Liberty St., and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c.—4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.
For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.
For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:45, 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.
ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15, (8:00 Saturdays only,) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.
For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.
For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.
For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.
For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00, A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.
FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.
Week days, 4:30, 8:00, 10:00, (11:30, Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.
BOATS LEAVE SOUTH FERRY, WHITEHALL ST.
Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.
Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.
Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.
*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.
*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.
*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, (week days,) ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.
*11:50, 12:00 noon daily, except Sunday.
"BLACK DIAMOND EXPRESS."
Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.
*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, (week days,) and coal branches. Chair car to Mauch Chunk.
*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.
*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations. Chair Car to Easton.
*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.
*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.
*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.
*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.
*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS and all points West. Pullman Sleeper to Chicago.
Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.
Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.
N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.
Leaves New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.
*Daily. †Except Sunday. ‡Sundays.
CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.
PITTSBURG, *4:30 A. M., †3:30 P. M., ‡1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty St. only.)
CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.
WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45, (Diner,) †3:30, (Diner,) *4:55, (Diner,) *5:55 P. M., and *12:15 night. NORFOLK, 11:30 A. M.
NEW ORLEANS, *4:55 P. M., (through sleeper.)
All trains are illuminated with Pintsch Light.
Offices: 113, 172, 261, 434, 1,284 B'dway, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

STAMP QUESTIONS RAISED

Business Men Seeking Definite Rulings on Internal Revenue Tax Measures.

COMMON CARRIERS' LIABILITY

The One-Cent Tax on Express Receipts and Telegraph Messages—Significant Decision of Internal Revenue Bureau.

Business men who have been contending that the war revenue stamp tax on express receipts and telegraph messages should be paid by the companies and not by individuals derived much satisfaction yesterday from the decision by Internal Revenue Commissioner Scott to the effect that it was the duty of the "common carrier" to affix the tax stamp to such documents.

This ruling was made in response to an inquiry regarding a specific case, in which transportation services for the Government were involved. The decision, however, was regarded by the merchants who have been contesting the point with the corporations as sufficiently broad to cover the general question at issue. Following is the full text of Commissioner Scott's ruling on this point: "Each bill of lading made out by any common carrier for transportation of goods for the United States under the eighth paragraph of Schedule A of the act of June 13, 1898, requires the one-cent stamp, as does also each duplicate thereof. Notwithstanding the rule adopted by such common carriers it is the duty of such common carrier to affix the stamp to such bill of lading and duplicate."

Commenting on this ruling, Collector Treat said: "This means that the express companies and the telegraph companies must place the stamps on packages and telegrams themselves. There is no doubt that such companies come under the head of common carriers."

President William F. King of the Merchants' Association regarded Commissioner Scott's ruling as an indorsement of the principle contended for by the Merchants' Association. It showed that the Internal Revenue Bureau regard the aim and intent of the law in the same light as do the merchants. "Unquestionably the framers of this war revenue measure intended to provide a means for taxing the express companies," said Mr. King. "It is eminently fitting that they should be so taxed, for they get high rates for a service that is but little better than the limited freight service of the railroads. My own firm has for several days been marking on all packages sent to the express office 'Tax paid under protest.' One of the express companies refused to accept packages marked in this way, and consequently we are sending by other companies. Later on we shall probably take some legal action in this matter."

Word was received at the headquarters of the Merchants' Association yesterday that Boston merchants were ready to co-operate in the movement to compel the express companies to desist from their avowed purpose of making the shippers of goods pay the stamp tax. The representative of one of the leading houses identified with the Boston Bureau of Commerce and Industries called upon President King of the Merchants' Exchange yesterday to talk matters over. The regular counsel of the association was in consultation with Joseph H. Choate during the day, with a view of devising a course of action to be taken. An action at law will, as soon as its form is decided upon, be brought without any delay.

Express Rates Not Likely to be Raised.

An officer of the Merchants' Association, when asked if the express companies would not be likely to increase their rates if they were beaten on the stamp tax question, said: "There is an important factor that will probably prevent the raising of rates by the express companies; this is the packing companies, which so many out-of-town merchants are using to save express charges, which these out-of-town merchants claim are exorbitant. These packing companies receive packages from five to fifty pounds from different houses, pack them under one cover, sometimes as many as fifteen to twenty-five at a time, charging only a nominal price, and become in a way forwarding agents. The saving to out-of-town merchants in this is considerable. This enables them to group their packages from all over the city and ship them together as one, the amount saved in the aggregate being over 50 per cent. of the total cost of shipping by express. For instance, when the express rate is $2 per 100 pounds, the charge for 5 pounds is 50 cents, for 15 pounds 70 cents, and for 25 pounds 90 cents. Three packages of 5 pounds, each shipped separately, cost, therefore, $1.50. Shipped as one, the cost is 70 cents, a saving of 80 cents, or 53 1-3 per cent. of the total. Five packages of 5 pounds each shipped separately, would cost $2.50. Shipped as one, weighing 25 pounds, they cost 90 cents, a saving of $1.60, or 64 per cent. The cost of this service is about 15 per cent. of the amount saved, or 10 per cent. of the separate rate charged. The time is the same, as all packages are shipped on the day they are received.

"That the express companies are alarmed at the increase of the number of these packing companies is proved by the fact that I was approached some months ago by an agent of one of the companies in search of information regarding them, who said that the company he represented had some idea of going into the business itself if there was any money in it. If the express companies made their rates arbitrarily higher the Merchants' Association would most assuredly advocate the formation of large packing houses in New York, in order to save New York's trade."

Telegraph Companies Dissent.

In the main office of the Western Union Company it was said that counsel had advised the company that the sender and not the company should pay for the tax stamp. The management had provided the stamps, and the receiving clerks canceled them merely as a matter of courtesy and convenience to customers.

William H. Baker, Vice President and General Manager of the Postal Telegraph Company, was decidedly of the opinion that telegraph companies were not common carriers. The stamp tax law, he declared, specifically provided that the sender and not the company must affix and cancel the tax stamp on all messages. The Postal Telegraph Company, in order to facilitate the business of brokers and members of the Exchanges, had put on the stamp, charging the sender in each case for the price of the same. "There have been several appeals to the Internal Revenue Bureau in Washington on this point," said Mr. Baker, "from individuals as well as Exchanges and Boards of Trade. In reply to the direct question whether a telegraph company or the sender of a message was expected to pay the stamp tax, Commissioner Scott has ruled as follows: 'Section 7 of the war revenue law makes it a misdemeanor for any person to make, sign, or issue any instrument, document, or paper requiring stamps without having thereupon the stamp to denote the tax.'

"This ruling," Mr. Baker continued, "is in accordance with previous rulings of the department upon which our action and instructions were based. The law furthermore makes it obligatory upon telegraph companies to see that these stamps are affixed, and the Government will hold responsible any person failing to comply, and will hold us responsible if we permit messages to be transmitted without stamps."

Still a Heavy Demand for Stamps.

When the Second District office opened for business yesterday morning, Collector Treat's deputies had the following stock of stamps on hand: Documentary, one-cent, 717,100; two-cent, 2,249,400; three-cent, 882,600; four-cent, 448,200; five-cent, 1,147,600; twenty-five-cent, 472,800; fifty-cent, 389,900; one-dollar, 20,458; ten-dollar, 102,010. Proprietary — One-eighth-of-a-cent, 80,000; one-quarter, 32,400; three-eighths, 639,600; five-eighths, 7,290; one-cent, 277,600; one-and-a-quarter-cent, 46,600; two-cent, 497,000; five-cent, 183,800. No stamps were received from Washington yesterday, and unless Collector Treat receives a fresh supply this morning, his stock for to-day's business will be very light.

When the sale of stamps began at the Second District office at 8:30 o'clock yesterday morning the line of applicants extended from the cashier's cage on the second floor down into Nassau Street. By noon, however, the wants of nearly all of these applicants had been supplied. Collector Treat has adopted the policy of serving the small dealers in tobacco, cigars, and cigarettes—some of whom are obliged to leave their places of business practically unattended while they go to buy tax stamps—the first thing in the morning. Representatives of banks and large manufacturing establishments will be served later in the day.

The demand for tax stamps was heavy yesterday, but not quite so large as on the two previous days. Collector Treat expressed the opinion that the wholesale druggists and manufacturers of proprietary preparations were gradually getting their fill of stamps. He said that he had received comparatively little complaint from that quarter within the past two days. "The retail druggists, however," said Mr. Treat, "are not taking the pains that they should to provide themselves with stamps. Apparently some of them think that they can continue to be indifferent to this duty until a deputy collector calls them to account. These retailers must be careful or they will find themselves amenable to heavy penalties for violating the law."

The demand for imprinted 2-cent stamps on bank checks is increasing at a great rate. A large number of orders for batches of 10,000 stamped checks have been filed at the internal revenue offices in this city. Banks and large business corporations are the principal customers of the Government in this respect. A cash deposit of $200 is required with each order for 10,000 stamped checks, that amount merely reimbursing the Government for the revenue stamps, the cost of printing and binding the check books being another matter.

POINTS RAISED BY BANKS.

National City Bank Accepts Internal Revenue Bureau's Ruling.

The ruling of Internal Revenue Commissioner Scott regarding the stamping of checks drawn on funds in Europe has been accepted by the National City Bank, and to avoid confusion all the American banks will probably act in accordance with this ruling, although steps may be taken to obtain from the Federal courts an interpretation of this clause of the law. Since the first day of this month the National City Bank has followed the policy of affixing a two-cent tax stamp to each check drawn here on funds in Europe. This was regarded by some of the foreign exchange houses, which had been putting on its checks a four-cent stamp for each $100, as a serious discrimination, and an appeal was made to the Internal Revenue Bureau for a ruling. Commissioner Scott decided that checks drawn in this country on moneys in foreign institutions must be treated similarly to bills of exchange, and must pay the tax of 4 cents for each $100.

Collector Treat of the Second District in this city received from Commissioner Scott yesterday the following: "Relating to time drafts drawn in foreign countries, but payable in the United States, will you please inform inquirers that the language of Section 11 of the act of June 13, 1898, with reference to such drafts is so positive and unconditional in requiring 'the acceptor or acceptors' of such drafts to 'place thereupon a stamp indicating the tax upon the same,' as to leave no ground for a construction (as they suggest) that the acceptor is not required to pay this tax."

A ruling of the Internal Revenue Bureau that all powers of attorney of any sort must bear a twenty-five-cent tax stamp was received at the Sub-Treasury yesterday. This ruling was made, it was explained, because some of the New York banks which had been receiving subscriptions for the new war bonds had forwarded batches of subscriptions to Washington accompanied by powers of attorney designating the banks to receive the bonds when issued.

MUST BE NO EVASIONS.

Internal Revenue Officers to See that the Law is Enforced.

Collector Charles H. Treat will to-day put as many of his Deputies as can be spared from other work on outside duty, to see that the war revenue tax law is properly enforced. Except where special arrangements have been made with firms and individuals permitting them to transact business without stamps until they can be supplied, all articles coming within the provisions of the law must have tax stamps affixed to them.

Collector Treat remarked last evening that he did not believe there was any disposition to evade the law on the part of manufacturers or sellers of taxable articles, but he thought there might be misunderstandings in some cases in the interpretation of the law. No harsh measures were to be adopted by Inspectors until they were found to be absolutely necessary. Dealers who are found to be remiss in their observance of the law will be warned and watched. If they persist in violating the law, prompt measures will be taken to punish them. Due allowance is to be made in all cases for the natural confusion incident to getting such a far-reaching law under operation.

LEGAL NOTES.

EXECUTION AGAINST THE PERSON.—The Steamship Richmond Hill Company, in its suit against John C. Seager, impleaded with others, alleged that as its agent he received and collected freights and other moneys for its account amounting to $7,983.42 over and above any disbursements which he was required to make; that the money was received by Seager in a fiduciary capacity and as agent of plaintiff judgment was demanded for that sum. The complaint was verified and was served on Feb. 7, 1889, and defendant failing to answer or demur, judgment was taken against him by default on Oct. 29, 1892. Execution was returned unsatisfied on Feb. 28, 1898. Execution against the person of the defendant was then issued, which, upon motion, the Court set aside, because the judgment was entered without application to the Court under Section 420 of the Code of Civil Procedure. The First Appellate Division has directed a reversal, holding, in an opinion by Justice Ingraham, that judgment may be taken without application to the Court where the complaint sets forth one or more causes of action each consisting of an express or implied contract to pay money received or disbursed, and thereupon demands judgment for a sum of money only. The provision of Section 549, that "where such allegation is made, plaintiff cannot recover unless he proves the same on the trial of the action," is held to apply only to a case where a defense is interposed and a trial becomes necessary. The allegation in the complaint that the money, to recover which the action was brought, was received by the agent of a corporation in the course of his employment, in a fiduciary capacity, entitled the plaintiff to execution against the defendant under Section 1,487 of the code, which applies to a case where an order of arrest has been issued under Section 550 of the code. Therefore the plaintiff was entitled to execution against the person of the defendant, although no order of arrest had been granted in the action. Justice Ingraham says Section 572 of the code does not apply, so that, although no such execution was issued within three months, the plaintiff was entitled to issue his execution and then have the question of his right to enforce it determined on an application made either to discharge the defendant from imprisonment or to relieve him from imprisonment under the mandate, as plaintiff would have a right upon such application to show a reasonable cause why it should not be granted. It might appear that defendant had been absent from the State during all the period that had elapsed since the judgment was entered and thus execution was not prohibited by Section 1,397 of the code. "Assuming that the execution there mentioned is an execution against the person, it is expressly provided that where an execution is issued upon a judgment within five years after the entry of the judgment and has been returned wholly or partly unsatisfied, or unexecuted, the prohibition contained in the section does not apply; and as an execution against the property was issued within five years after entry of judgment, the prohibition is not applicable."

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NEGLIGENCE OF CAPTAIN OF LIGHTER.—Christian Anderson, who was injured by the falling of a heavy tank which was being unloaded from a lighter, at Newark, N. J., recovered judgment, in the Supreme Court in this city, in a suit against Charles H. Boyer and others, the owners of the lighter, on the ground that the injuries for which he claimed damages resulted from the negligence of the Captain; and that judgment was affirmed by the First Appellate Division. The Court of Appeals has directed a reversal, holding that the owner, having by his contract with a charterer, given the latter possession and absolute control of the boat and its Captain, until the charterer should have accomplished the work for which he engaged the boat, including its unloading, the Captain was deemed to have been acting as the servant of the charterer, and not of the owner, and his negligence was not chargeable to the owner, who, being under no obligation to unload the boat, had not, in fact, attempted to control or interfere with it. The court held that, without conceding that the uncontradicted testimony of a party is never to be taken as true, the testimony of one of the defendants, showing the fact of the charter, was sufficiently corroborated to make its acceptance obligatory upon the court.

THE BOARD OF ESTIMATE

The Mayor Favors an Appropriation for Bicycle Paths in Queens.

CONTROLLER COLER SKEPTICAL

The Matter Finally Referred to His Office—Various Applications for Funds Are Taken Up and Some Are Allowed.

Mayor Van Wyck, at a meeting of the Board of Estimate and Apportionment yesterday, made a motion to appropriate $50,000 to construct asphalt strips for bicycles in the Borough of Queens. Estimates for the bicycle paths were submitted by Deputy Commissioner of Highways Madden, who thought the paths should be three feet wide and should form continuous bicycle routes from the Thirty-fourth Street Ferry to the Merrick Road, and from the Ninety-second Street Ferry to the macadamized roads along the north side of Long Island.

The Mayor, who is an enthusiastic bicyclist, spoke at some length on the advisability of providing special paths for wheelmen in the outlying territory of the greater city. He said that after thoroughly investigating the matter he had come to the conclusion that the paths suggested by Deputy Commissioner Madden should be provided at once. Even though economy was at the present time necessary, he said, it was the city's duty to construct these paths so that bicycle riders could easily reach the country roads.

Controller Coler, however, was skeptical as to the advisability of the Mayor's plan. He asked that the matter be referred to his office so that he could make an investigation as to the cost and the necessity for the work. The Mayor argued for the appropriation of the money immediately. The Controller insisted on the reference, and finally the Mayor gave in. Corporation Counsel Whalen suggested that asphalt bicycle paths also be constructed on St. Nicholas Avenue and on other streets in the Borough of Manhattan. The Mayor thought such a plan could not be carried out at this time.

The board allowed Street Commissioner McCartney an extra allowance of $40,000 to build a plant on Riker's Island for the destruction of garbage. Commissioner of Sewers Kane obtained an allowance of $32,000 extra for cleaning Brooklyn's sewers and the Gowanus Canal.

The Corporation Counsel submitted an opinion to the effect that the city could not issue bonds to pay for schoolhouse sites where the proceedings had been confirmed since Jan. 1 last, because the debt limit was exceeded at that time, according to this opinion.

Five thousand dollars was appropriated for the building of a foundation for the Heine fountain in the Borough of the Bronx.

A report was received from the Controller upon an application from the trustees of the College of the City of New York for $20,000 to hire an annex for the college. The Controller said the charter provided that the city could not pay more than $175,000 a year for the support of the college, and that that sum had already been paid. The application was refused.

BICYCLES ON THE SPEEDWAY.

A Controversy in the Harlem Court Over the Right of Wheelmen to Ride There.

After a controversy with Magistrate Wentworth in the Harlem Court yesterday William F. Doll, the jeweler living at 455 West One Hundred and Fifty-fifth Street, who was arrested Wednesday morning for riding his bicycle on the Harlem River Speedway, was fined $5. He refused to pay, saying he would take the case to the Supreme Court and fight it out to the end. He preferred to go to jail rather than pay the fine. After consulting a lawyer he concluded to pay a fine of $4 and was released. Mr. Doll previously had been arrested for cycling on the Speedway, and was released, as it was thought he was ignorant of the regulations. On Wednesday as he rode into the Speedway again he was promptly arrested a second time. He contended before Magistrate Wentworth that there was no mention of bicycles in the Park Board rules affecting the Speedway, and also quoted from the Laws of 1887, giving the bicycle the same right as other vehicles upon public ways.

The Magistrate and the prisoner had a heated discussion as to whether or not the bicycle was a vehicle. Mr. Doll said it was and Magistrate Wentworth said it was not. Mr. Doll was then advised to argue the point at some other place, and the fine was imposed.

It is the opinion of several leading members of the League of American Wheelmen that Mr. Doll's contention is right, and that wheelmen have a technical right to ride upon the Speedway. The local consulate of the league has stated, however, that wheelmen did not want to ride there, and would not attempt to do so, so far as the league members were concerned.

Mr. Doll based his alleged right to ride on the Speedway on Section 1 of Chapter 704, Laws of 1887, which provides:

> The Commissioners, Trustees, or other authorities having charge or control of any public street, public highway, public parkway, driveway, or public place in this State shall have no power or authority to pass, enforce, or maintain any ordinance, rule, or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any public highway, street, avenue, roadway, driveway, parkway, or public place at any time when the same is open to the free use of persons having and using other pleasure carriages.

The law under which the Department of Parks acted in adopting the ordinance excluding bicycles from the Speedway is of later date than the statute on which Mr. Doll relies. Chapter 8 of the Laws of 1894, amending the act of the preceding year providing for the construction of the Speedway, specifically excludes street railways and heavy traffic of all kinds from the drive, and then provides as follows:

> In addition to the restrictions herein contained, the Department of Public Parks may make such other rules and regulations as it may deem advisable for the use of said driveway, and as to the speed of riders and drivers thereon, and as to the exclusion therefrom of any kind of vehicles the use of which may injure said driveway or render the same unfit or inconvenient for the purposes thereof.

THE ZOOLOGICAL GARDEN.

Park Board Gives Consent for Construction in Bronx Park.

Under the permission granted by the Park Board at a meeting yesterday morning the New York Zoological Society will at once begin the construction of houses, cages, and dens for the Zoological Garden in South Bronx Park. At the meeting yesterday ex-Gov. Levi P. Morton stated in a letter:

> Notwithstanding the fact that up to date the City of New York has not been able to provide for the South Bronx Park the surface improvement necessary to the existence of the Zoological Garden, the Zoological Society has decided to proceed at once with the erection of such of its accommodations for animals as it is possible to provide. The society adopts this course to avoid the loss of valuable time, and in full reliance upon the good faith of the city in the performance of its very necessary part of the undertaking. As required by our agreement, the society now submits to the honorable Board of Parks for examination and approval prior to the beginning of construction work thereon working plans for certain buildings and dens for animals.

On motion of President Clausen, the Park Board granted the necessary permission to the Zoological Society. This means that the following buildings and dens will be constructed at once:

> Winter house for birds, size, 52 by 66 feet, estimated cost, $15,000; the great flying cage, size, 75 by 150 and 50 feet high, estimated cost, $5,000; the Northern Elks' house, size, 33 by 44 feet, estimated cost, $1,000; four open-air wolf dens, each 32 by 48 feet, surrounded by cage work; eight similar open-air box dens; nine open-air bear dens, 32 by 70 feet; sea lions' pool, keepers' storeroom.

OLD POLICE BOARD MEETS.

Mr. Moss and His Associates Certify to Mr. Cromwell's Election.

In compliance with the mandate issued by Justice Van Brunt of the Supreme Court, ex-Police Commissioners Frank Moss, George Moore Smith, and Andrew D. Parker met at Police Headquarters yesterday. Ex-Commissioner Andrews was not present, as he is said to be with Squadron A. The old Commissioners were required by the mandamus to recanvass the vote for President of the Borough of Richmond, which the County Board of Richmond had recanvassed in accordance with the directions from the Court of Appeals.

George Cromwell was the Republican candidate for President of the Borough of Richmond and John D. Feeny the Democratic candidate. Feeny claimed he was elected. Cromwell took the matter to the courts. The Court of Appeals ordered the County Board to recanvass the vote, and it became the duty of the old Police Board, as a city board of canvassers, to verify the vote and issue a certificate to the man elected. The statement showed that Cromwell had 5,447 votes and Feeny 5,441 votes. Mr. Moss and his associates issued a certificate to Cromwell, which will be filed with City Clerk Scully.

Cromwellian Board of Aldermen.

William Demarest and several of his associates, who are known as the Cromwellian Board of Aldermen, made their annual application to the Supreme Court yesterday for an order directing the Controller, the Tax Commissioners, the Municipal Council, and the Board of Supervisors of the City of New York to turn over to them the tax rolls and list of assessments on the ground that they were elected as Supervisors of the County of New York at the last election. The Cromwellian Board was represented by James C. Quinn, and Assistant Corporation Counsel Farley appeared for the City of New York. Justice Pryor, after hearing the usual arguments for and against the Cromwellians, made the usual annual order denying the writ.

City Suits in Queens County.

There are nearly 500 suits against the City of New York on the Queens County Supreme Court calendar. The suits represent claims against old Long Island City, held by policemen, firemen, school teachers, and, in fact, every one in the employ of the old city from ex-Mayor Gleason down. When Long Island City was taken into New York the latter assumed the debts. It was necessary to get judgments against the city before the claims would be paid. Many have already been granted. In some instances the costs charged against the city have been double the amount of the original claims.

Want Elevated Pillar Removed.

At yesterday's meeting of the Bronx Local Improvement Board, a committee consisting of Councilman Hottenroth and Aldermen Geiger and McGrath was appointed to draft a letter to be sent to Corporation Counsel Whalen for an opinion on the right of the elevated railroad company to keep the pillar now standing at One Hundred and Fifty-ninth Street and Third Avenue in its present position. It is claimed that the pillar is a menace to life. The board then adjourned to July 28.

GERRY SOCIETY HEARING.

Argument on the Question of Control by the State Board of Charities.

Attorney General Hancock and Elbridge T. Gerry, President of the New York Society for the Prevention of Cruelty to Children, were before Justice Giegerich in Supreme Court, Special Term, yesterday, Mr. Hancock asking for a writ of mandamus directing Mr. Gerry's society to permit the State Board of Charities to visit and inspect that institution, and to exercise the visitorial power specified in Article 8 of the Constitution and in the statutes of the State, while Mr. Gerry appeared in opposition.

The Attorney General contended that the officers of the State Board of Charities should have full access to the grounds, buildings, books, and papers relating to Mr. Gerry's society, it being, he claimed, a charitable institution within the meaning of the constitutional and statutory provisions. The application was rendered necessary, he said, for the purpose of determining the powers and duties of the State Board of Charities with reference to institutions and societies of this description. The officers of the society themselves, Mr. Hancock said, had never seriously controverted the claim that it was engaged in a most commendable charitable and eleemosynary work, and was to all intends and purposes a charitable institution. When information was demanded of the society concerning its management, such information was refused, last March.

Mr. Gerry, in reply, said the character of any corporation was determined by the provisions of the statute creating it and the purposes of its incorporation as specified in its charter, and not by chance words or declarations, either of those connected with it or of those who admire its efficiency. The history of legislation creating corporations for the prevention of cruelty clearly shows the intention to be to clothe them with specific power for purposes differing widely from those appertaining to corporations of "a charitable, eleemosynary, correctional, or reformatory character." So far from being charitable or eleemosynary institutions, corporations for the prevention of cruelty were, Mr. Gerry said, to use the language of the Court Appeals, "subordinate governmental agencies," created by the Legislature for the special purpose of enforcing all laws relating to or affecting children or animals.

Justice Giegerich reserved his decision.

SAYS SHE WAS KIDNAPPED.

Miss Chandler Charges that Her Brother Caused Her to be Confined in an Institution.

Miss Harriet S. Chandler, who is now living at the Grand Union Hotel, but whose home is in Milwaukee, Wis., appeared in the West Side Police Court yesterday morning to obtain a summons against her brother, Samuel J. Chandler, a note broker of 146 Broadway, whom she charges with kidnapping, and causing her to be illegally detained in St. Savior Institution at Inwood, from April 20 to June 24.

On Tuesday last, Miss Chandler, through her lawyer, Ellis B. Southwarth, asked for a warrant for the arrest of her brother, but the Magistrate insisted on the filing of a brief asking for a summons. Miss Chandler alleges in her complaint that on April 20 last, while she and her mother were on a visit to this city, stopping at the Fifth Avenue Hotel, she was induced to start on a shopping tour. She states that she went out of the ladies' entrance of the hotel and was immediately seized by two men and a woman and they thrust into a carriage, which was in waiting. Despite her vigorous protests, she alleges, the carriage was driven rapidly to the institution.

There, she alleges, she was confined until June 24, not being allowed to see her counsel, and that even her mail was inspected by the officers of the institution, and by her brother. She was allowed to get word to her lawyer only through the good offices of an inmate of the sanitarium, who left it recently.

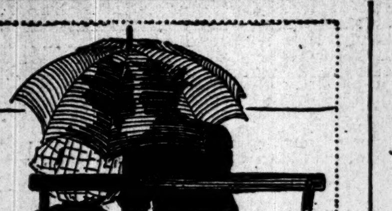
She alleges that her brother later admitted that he had secured the order for her commitment, and had arranged the plans for getting her to the institution, which were carried out two days before the order was secured. She was brought before Justice Freedman on a writ of habeas corpus, and released.

Magistrate Flammer yesterday issued a summons for Chandler, returnable yesterday afternoon, but as the latter was away from the city a second summons was issued returnable July 12. The case is said to have arisen over money matters, and through a desire to prevent Miss Chandler from communicating with a suitor of whom her family does not approve.

MILWAUKEE, July 7.—Miss Harriet S. Chandler, who has applied to the courts in New York for a warrant for the arrest of her brother, Samuel J. Chandler, on the charge of kidnapping, is a member of one of Milwaukee's best known and most aristocratic families. Her mother, when seen at her Prospect Avenue home this afternoon, refused to discuss the case. It is known, however, that although she was never before confined in an institution of the kind, Miss Chandler has for several years been under the close surveillance of her mother. The announcement from New York of the charges which she has made against her brother caused a decided sensation in society circles.

St. Joseph's Home, Jersey City.

The Sisters superintending St. Joseph's Home for the Blind, in Jersey City, have issued an appeal for subscription to the building fund with which to erect a new building. The number of the afflicted of this class, it is stated in the appeal, is becoming larger, and the present building is already overcrowded. The Sisters have been obliged to refuse admittance to many applicants.



Come when you like; good clothes, good shoes, good hats and good furnishings are here; always marked as low as they ought to be, even though we don't "howl" every time we revise prices.

Last week as much as $5 was clipped off some bicycle-golf suits, men's and young men's sack suits. Long trousers and fancy vests were also pulled down a peg.

ROGERS, PEET & Co.

Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

A PROTEST BY CLERGYMEN

Letter Published Denouncing the Use of Their Names in an Advertisement.

REV. DR. HAMILTON'S ACTION

Bishop Tuttle of Missouri and Others Figure Without Their Authorization in His List of Contributors.

Much interest has been aroused in Episcopalian circles by the publication of an advertisement in Whittaker's Protestant Episcopal Almanac and Parochial List for this year, in which the names of a number of well-known clergymen and laymen appear as contributors to a new corporation with which some of them say they have no connection. This corporation is the Episcopal Publication Society, which is managed by the Rev. Dr. Braddin Hamilton, an Episcopal clergymen on the non-parochial list of this diocese. The first name on the list he gives is that of Bishop Daniel S. Tuttle of Missouri, and Bishop Tuttle's name heads a public protest, printed in The Churchman of last Saturday under the caption "A Warning," against Dr. Hamilton's action.

This protest against the advertisement was antedated by the discovery by John Mulchahey, a lawyer of this city, that the name of his father, the Rev. Dr. James Mulchahey, who was one of the clergy connected with Trinity Parish, and who died a year ago, was one of those printed in the advertisement. The name of the late C. W. Cass, who died last August, also figured in it. Below the list was the following: "The only corporation of the kind in America. Owned and entirely controlled by the Bishops and clergy of the Church. It has been recently started by the contributions of the above well-known communicants, who feel that such an institution can become a great power in the work of the Church. We are prepared to supply the clergy and the workers of the Church with everything needed in a parish, at the lowest prices."

When Mr. Mulchahey learned not only that his late father's name appeared in the advertisement, but also that the company was practically a branch of the defunct Protestant Episcopal Publishing Society, for which Dr. Hamilton was receiver, and in which Mr. Mulchahey's father had been interested, and that the names of other deceased men appeared on the list, he was naturally indignant, and made some vigorous remarks before leaving Dr. Hamilton.

The Rev. George S. Bennitt, rector of Grace Church, Jersey City, and the Rev. Dr. W. W. Kirby of Christ Church, Rye, N. Y., learned of the advertisement, and finding their names without authorization in the list, they decided to issue a circular letter on the matter to other clergymen and laymen whose names were also on the list, and who, they thought, had had no more to do with the new society than they. One of these, Bishop Tuttle, wrote in reply that he had sent a special notification not to have his name used in any prospectus. The Rev. Dr. Huntington of Grace Church was another clergyman to whom a circular was sent.

A meeting of persons who figured in the list without having given authority for it was held in the Church Missions House, Twenty-second Street and Fourth Avenue, on June 27 at 3 P. M., and Mr. Mulchahey, the Rev. Mr. Bennitt, and the Rev. Mr. Kirby were appointed a committee to draw up a public letter of protest against the Rev. Dr. Hamilton's action. This letter, setting forth clearly the true facts of the case, was signed and printed in The Churchman.

The signatures to the letter were those of Bishop Tuttle, (who had written one of the letters quoted in the "Reference Book and Catalogue,") the Rev. Mr. Bennitt, the Rev. Mr. Kirby, Mr. Mulchahey, as administrator of the late Rev. Dr. James Mulchahey's estate; the Rev. Dr. William R. Huntington, rector of Grace Church; the Rev. P. A. H. Brown, vicar of St. John's Chapel; the Rev. T. I. Holcombe of this city, the Rev. W. S. Barrows of Niagara Falls, N. Y., and the Rev. Joseph Reynolds, Jr., of this city. Other people on the list which Dr. Hamilton issued include the Rev. Drs. John W. Brown, Jacob S. Shipman, Henry Lubeck, Charles R. Treat, Brady E. Backus, and W. E. Johnson, besides Woodbury G. Langdon, Rollin M. Morgan, C. W. Cass, and Alfred Corning Clark among laymen.

The letter published in The Churchman had a postscript appended, with a statement from Mr. Mulchahey, saying that he had a letter from the Secretary of State in which the fact was given that the Episcopal Publication Society had never been incorporated. Secretary Palmer mentions the incorporation of a society of similar name, the Episcopal Church Publication Company, on Dec. 7, 1895. It was said at Dr. Hamilton's office, 150 Nassau Street, yesterday, the clergyman himself being out of town at the time, that the present organization was probably incorporated under another name.

The explanation offered by the friends of Dr. Hamilton for his course is that he looked upon the using of the names as a compliment, particularly as they were those of people who had been shareholders in the defunct organization, of which this new company was virtually an outgrowth.

THE PLACE MURDER TRIAL.

The Defendant Takes the Stand in Her Own Behalf.

The trial of Mrs. Martha Place for the murder of her step-daughter, Ida Place, on February 7 was continued in Part I. of the County Court, Brooklyn, yesterday before Judge Hurd. Dr. Alfred C. Henderson, who performed the autopsy on the body, testified that the eyes had been destroyed by a corrosive substance. He said that the girl had died from suffocation and was blind before she died. Under the scalp blood had exuded, a mark of violence of which there was no external evidence. On cross-examination the witness said that death was caused, without doubt, by asphyxiation and that suffocation was not necessarily caused by violence and could be effected without a struggle. Under ordinary conditions it would take about four minutes to cause death.

After Recess Mrs. Place was put on the stand in her own defense. She described fully the incidents leading up to the murder and said that she was entirely guiltless of the crime. She said that previous to her contemplated departure for New Brunswick, where she intended living in the future, she lay down to rest, and from that time did not see her step-daughter again. To a direct question put to her by her attorney, Lawyer Van Iderstein, as to whether she was guilty or not, she answered clearly, looking squarely at the jury: "I am not." Assistant District Attorney Maguire, for the prosecution, cross-examined Mrs. Place, but could not shake her testimony in the least.

Dr. Joshua M. Van Cott, lecturer on Medical Jurisprudence at the Long Island College Hospital, was called to the stand to define asphyxiation. He did so and said that he did not believe the testimony of Dr. Henderson in many respects, as the limbs would become distorted and evident signs of a strugggle would be shown. He stated that there were no symptoms of suffocation in the case and said that Miss Place died by natural means.

Attorney Van Iderstein allowed the case to rest and asked for an adjournment until to-day. The requestwas granted, and the summing up will begin at 9 o'clock this morning. The case will go to the jury before recess.

Stern Bros

are now displaying large assortments and exclusive styles of

Ladies', Men's and Children's Bathing Suits

of Silk, Mohair, Serge, Flannel and Jersey Cloth

Also

Bath Robes, Caps, Hats, Shoes, Stockings and Sandals

West 23d St.

NEWS OF THE RAILROADS.

The Lackawanna Makes a Radical Cut in Coal Prices, Which Disturbs Other Roads.

Much uneasiness was caused in the anthracite coal trade yesterday by the news that a further cut in the price of coal had been made by the Delaware, Lackawanna and Western Railroad. According to authentic information from Chicago, an open circular, issued by the Lackawanna Company, appeared there early in the day announcing a reduction in the quoted price of stove size from $4.50 to $4.00 per ton. This is the third cut in price made by the same company within the past three or four weeks, and it is regarded by the officers of other coal-carrying railroads as of serious import.

The President of one of the Eastern coal roads said that this cut in coal prices would have a demoralizing effect. He could not understand why the Lackawanna management should have taken such a step, for it was apparent to any person familiar with the coal trade situation that there could be no profit to anybody in the rates quoted. "Conditions were bad enough," said this railroad president, "when the price of stove coal was maintained at $5 a ton. For some unexplained reason, however, the Lackawanna made a cut of 25 cents per ton and all the other coal-carrying roads were obliged to follow cuit in self-defense. Soon another cut of 25 cents was made and all of the companies trailed along. Now comes this radical cut of 50 cents and mischief is sure to follow. Undoubtedly all of the companies will have to meet the cut."

At the office of the Delaware, Lackawanna and Western Railroad Company in this city, inquiries regarding this cut in coal prices were met by the statement that President Sloan, who was out of town, was the only person authorized to talk on the subject. Coal men generally expressed the opinion that in view of the recent unsatisfactory condition of the coal market this cut might be designed to stimulate an abnormal trade and work off stock on hand. "On the surface it would appear, however, that this cut dissipates all profits," remarked a coal sales agent.

The recent action of the Lackawanna is regarded by some as in violation of the tacit agreement to maintain rates and restrict production that has prevailed among the anthracite coal roads for more than a year.

A Lehigh Valley Rumor.

It was reported in Jersey City yesterday that the Lehigh Valley Railroad Company, which some time ago leased the Morris Canal, proposes to fill in the waterway and use it as a roadbed for a new line. This will not affect the Morris Canal proper, as the Jersey City branch is not connected with it. It begins at the foot of Washington Street and terminates at the Hackensack River. The main line of the canal begins at Newark, the boats being transferred by the Hackensack and Passaic Rivers. No information in regard to the matter could be obtained at the company's Jersey City office.

KATIE'S SHORN LOCKS.

They Were Cut Off Forcibly, Says Lawyer Hart, and Mrs. Joyce Sues for $7,000.

Mrs. Anna Joyce of 117 Ninth Avenue wants the courts to award her $2,000 damages from Mrs. Dora Mitchell of 206 West Eighty-fifth Street and $5,000 from Mrs. Josephine Bailey of Buffalo, because these women took little Katie Joyce to a barber and had him cut off her long hair.

The petition in behalf of the plaintiff, prepared by her attorney, E. I. S. Hart, recites in substance that this action "so disfigured, mutilated, wounded, and transformed the appearance of Katie that her mother was caused great grief, and which is an injury that Katie's body will require some six years to recover from, during which time her appearance will be of no value in places where long, luxuriant suits of hair are wanted."

Katie is just twelve years old and exceedingly pretty. Through her mother, who is sometimes employed by Mrs. Mitchell as a dressmaker, the child came to know Mrs. Mitchell's baby. In that acquaintance the whole trouble started. The baby took a great fancy to Katie, and Katie proved to be a capital nurse. So when, last June, Mrs. Mitchell went to Buffalo on a visit, she asked and received Mrs. Joyce's permission to take Katie along as companion to the infant.

Katie was shorn of her locks soon after her arrival in Buffalo, and Lawyer Hart thus describes it:

"One day when they were seeing sights in Buffalo," said he, "Mrs. Bailey, at whose house they were stopping, and Mrs. Mitchell, took Katie, against her will, and by sheer force of moral suasion, to a vandal of a barber, and made him do the Delilah act, while Katie played the rôle of Samson. When the child came back to New York she was sick with shame and dread of meeting her mother, and generally in a bad physical state—all because of her lost hair. Mrs. Joyce failed to recognize her daughter at first, so altered was the child's appearance. And when she at last did do so she, too, became ill through shock."

The suit against Mrs. Mitchell for $2,000 is "for damages incurred through her negligence in improperly caring for the child while under her temporary care and guardianship." The case against Mrs. Bailey, for $5,000, is based upon the charge of assault and battery. The petition declares that Katie "was forcibly set upon with a sharp instrument by Mrs. Bailey and wounded, mutilated," &c., &c.

"Mrs. Joyce, the plaintiff, is a self-supporting, hard-working woman," said Lawyer Hart, "and she was looking forward to the time when Katie might make a public appearance, by virtue of her remarkable hair, and assist in earning support for the family. Now that hope is blasted."

Katie's hair was just thirty inches long, very thick, and of a dead black, "with a curious golden glint," as Mr. Hart described it. The lawyer has the shorn locks in his possession, but he declines to say how he came by them.

Mrs. Mitchell's motive for having the girl's hair cut is unknown. She could not be found to explain.

The Trial of "Sailor" Brown.

A jury to try John "Sailor" Brown, indicted for the murder of Margaret Crowley, found strangled on March 14 at 27 Monroe Street, was procured yesterday before Justice Fursman, in the Criminal Branch of the Supreme Court. Two witnesses were called, and the case was adjourned until to-day.

O'Neill's

Sixth Ave., 20th to 21st St.

Store closes 12 noon Saturday. Shoppers should get down early.

Sailor Hats.

The selling of our
Finest Sennet Braid Sailor, at 95c & 48c
Fine Split Straws, at.. $3.50 to 75c
New shaped Felt Hats, at $1.25 to 85c

Marks an epoch in the Hat trade of this town. Impossible to get such Hats again at these prices.

For Misses.

Counting office says it would rather have the money these things will bring than the values they represent, so here goes:

Misses' Duck Crash Skirts, special 98c
Misses' Blouse Suits, in blue and tan, that have made customers by the score for their equals at $14.98, now $8.98
Misses' Eton Suits, all neatly trimmed with braid, waist lined with silk; have been our $20 to $22 suits, take them now at $10.00
SPECIAL.—Misses' Bathing Suits, neatly trimmed, and in all sizes, are marked at . . . $1.98 and 2.50

Summer Skirts

For women. Have you need for one? We've got about

Two hundred of these Skirts. They're of crash and pique, generously made, correctly shaped and finished with deep hem.

We're willing to lose on the lot provided you carry them off in a day's selling.

Let's see! Take your choice to-day at . . . . . 98c., but don't come to-morrow after one.

We deliver all purchases, excepting bicycles and sewing machines, free at any railroad station within 100 miles of New York.

H. O'NEILL & CO.

AMUSEMENTS.

Manhattan Beach.
Swept by Ocean Breezes.
Victor Herbert's 22d Reg't Band Daily 3:30, 7. Sunday 3:30, 8.
Admission (except Saturdays and Sundays,) 10c. & 25c. Saturdays and Sundays, 25 cts. & 50 cts.
Pain's Manila & Fireworks Evg., except Sun. & Mon., 8 P.M.
De Wolf Hopper in El Capitan, Excep. Sun. 9 P.M. Sat. Mat., 4 PM
NEXT WEEK Hopper in Wang.

THE COOL CASINO! Theatre & Roof. Mat. To-morrow Only Thea. Open! Ad. 50c. Only B'way Roof.
In THEATRE TO-NIGHT! 2d Wk of Re-engagement! Louis Mann! Clara Lipman! THE TELEPHONE GIRL! July 18—New Xtrvgnza. "Yankee Doodle Dandy."
On Roof To-Ngt! 3d Great Week! RICE'S Summer Ngts

POPS MADISON SQUARE ROOF GARDEN. EVENINGS AT 8:15. ADM., 50c.
GRAND POPULAR CONCERTS By the Met. Permanent Orchestra.
Cold or rainy nights concert in Amphitheatre.

LENOX LYCEUM. 59th St. & Mad. Av. Rudolph Aronson, Mgr.
LAST NIGHTS.
Unprecedented Success Lieut. Dan Godfrey's British Guards Band.
Reserved seats, $1; boxes, $6; adm., 50c.

KEITH'S CONTINUOUS PERFORMANCE. 25c., 50c., Noon to 11 P. M.
Edwin Milton Royle and Selina Fetter, Papinta, Biograph, Sidmans, Clifford & Huth, and a Great Bill.

Koster & Bial's. Adm. 50c
MUSIC HALL. Burlesque. COOK'S TOUR.
Roof Garden—Vaudeville—Rogers Bros. & others.

WORLD IN WAX EDEN MUSEE NEW WAR GROUPS
Orchestral Concerts. CINEMATOGRAPH

AMERICAN THEATRE ROOF GARDEN
Lottie Gilson, James Thornton, & others.

Baseball, Polo Grounds, To-day, 4 P.M. Brooklyn vs. New York. Admission, 50c.

THE TURF.

BRIGHTON RACES Daily at 2:30 P. M.
Take any Coney Island route.
Rain or Shine. Concert by Lander.

PAID HER MOTHER'S FINE.

A Little Girl of Jersey City Turns Her Savings to a Sad Purpose.

Agnes Bayliss, forty years old, of 227 Bay Street, Jersey City, was arraigned in the First Criminal Court, Jersey City, yesterday, for stealing a dress worth $6 from Mrs. Mary Coghill of 307 Railroad Avenue. She pleaded guilty, and said she had pawned the dress for 30 cents. She was fined $5 and costs. As she could not pay Police Justice Potts ordered her committed to the county jail in default. Her ten-year-old daughter Agnes, who had watched the proceedings, burst into tears and ran out of court. Before her mother had been removed the child came back, breathless from running. She hurried to the bench and laid before Justice Potts a handful of money. Between her sobs and in a choking voice, she told him that she had gone home and broken open her little savings bank and brought all the money she had saved to buy clothes for herself. She said she wanted to pay her mother's fine.

"How much is there here?" asked Justice Potts.

"Seven dollars," said the child. "If it isn't enough I will go to work and pay you the rest when I earn it."

"It isn't quite enough," said Justice Potts, "but I can find a way to make it do. I will remit the fine and costs, and discharge your mother under suspension of sentence. Then you go and redeem the dress and take it back to Mrs. Coghill and put the rest of your money back into your bank."

Justice Potts gave Mrs. Bayliss some good advice and sent her home with her child.

Actor Keene's Estate.

Surrogate Stephen D. Stephens of Richmond County yesterday appointed Mrs. Margaret Egleson, widow of Thomas W. Egleson, better known as Thomas W. Keene, actor, as administratrix of his estate. Mr. Keene left no will. In her petition Mrs. Egleson stated that the personal estate of her husband amounted to only about $500, while his real estate was worth only $1,100.

Killed by a Train at Nyack.

NYACK, N. Y., July 7.—Henry F. Oster, aged twenty-five, a well-known resident of Sparkill, fell asleep on the track of the Northern Railroad of New Jersey, near Sparkill Station, to-day. He was struck by a train and killed instantly. He was unmarried.